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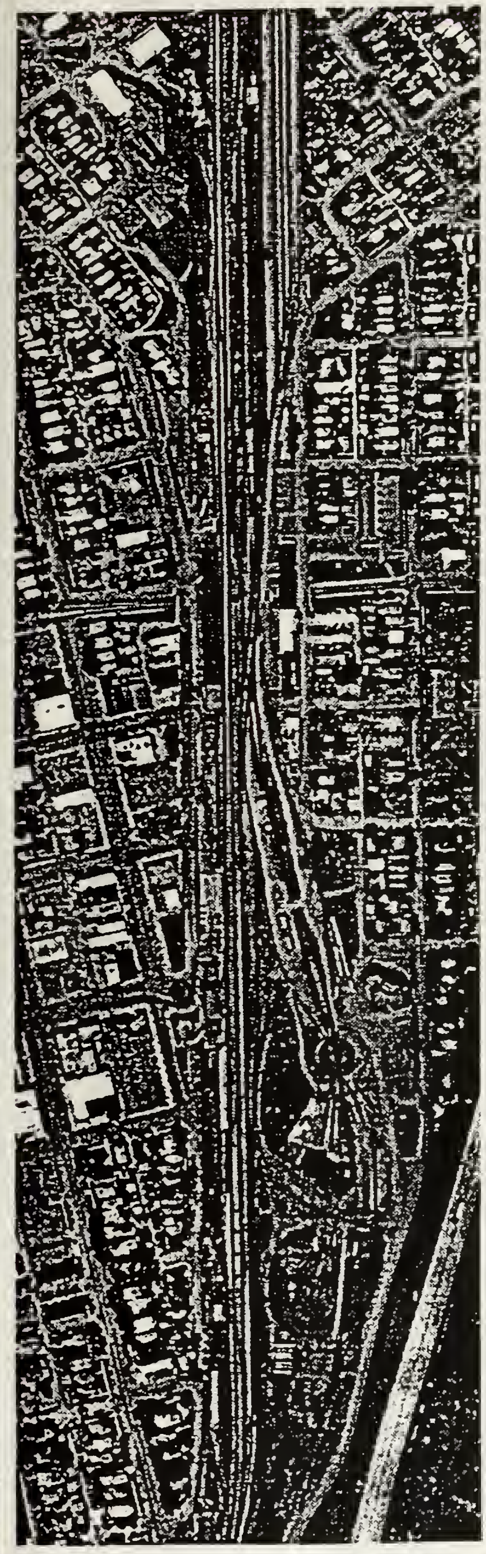
HDR Engineering
Northside
bicycle/pedestrian
railroad overpass
Missoula, Montana,
State project no.
CM 8199 (28)

Missoula Redevelopment Agency



Northside Bicycle/Pedestrian Railroad Overpass

Revised Environmental Assessment

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Northside Bicycle/Pedestrian Railroad Overpass
Missoula, Montana
State Project No. CM 8199 (28)
P.M.S. Control No. 3168

Revised
Environmental Assessment and Programmatic Section 4(f) Evaluation

Submitted Pursuant to 42 U.S.C. 4332 (2) (c)
and Sections 2-3-104, 75-1-201 M.C.A.
and 49 U.S.C. 303

by the

U.S. Department of Transportation,
Federal Highway Administration Region 8

and
the Montana Department of Transportation

and
the Missoula Redevelopment Authority

Submitted By: Date: 1/30/97
Montana Department of Transportation
Environmental Services

Reviewed & Approved For Distribution: Date: 1-31-97
Federal Highway Administration
Federal Administrator

The following person may be contacted for additional information concerning this document:

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Written comments on this revised EA are due by March 12, 1997 and should be sent to Kari Lei Nelson at the above address.

Prepared by
HDR Engineering, Inc.

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The purpose of this document is to provide stakeholders with enough information to make an informed decision regarding the design and location of the Northside Bicycle/Pedestrian Railroad Overpass and to understand the project's expected environmental and community impacts.

This document is prepared in conformance with the *Montana Environmental Policy Act (MEPA)* requirements and contains the information required for an Environmental Assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It is also prepared in conformance with the *National Environmental Policy Act (NEPA)* requirements for an Environmental Assessment under 23 CFR 771.119. In addition, Federal Highway Administration (FHWA) Technical Advisory T 6640.8A (October 30, 1987) guidelines were followed.

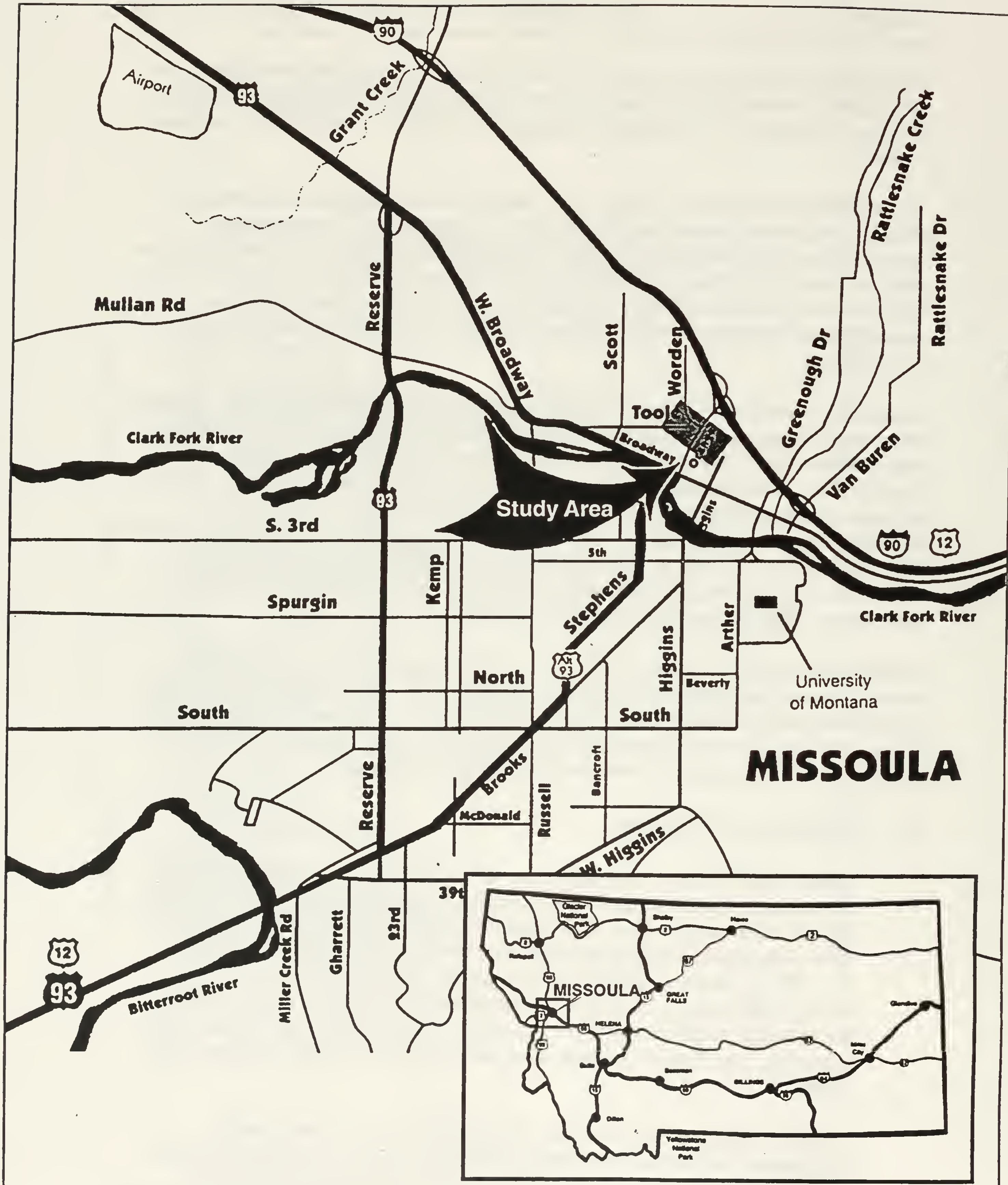
It should be noted that Congestion Mitigation and Air Quality (CMAQ) program funds are being used to design and construct this bicycle/pedestrian railroad overpass. Typically, a project funded under this program is required to meet an air quality conformity determination. This proposed project is located in a CO/PM10 "non-attainment" area of Montana for air quality under 40 CFR 81.327, as amended. However, this type of proposed project is listed in the U.S. Environmental Protection Agency's (EPA) Final Rule of November 24, 1993 on Air Quality conformity as being exempt from the requirement of a conformity determination. Therefore, this proposed project complies with Section 176(c) of the *Clean Air Act* as amended (42 U.S.C. 7521 (a).

In addition, in accordance with 23 CFR Part 771, bicycle and pedestrian facilities are exempt from undergoing the NEPA environmental process. However, this project is not exempt from MEPA requirements. Thus, given the desire by the Missoula Redevelopment Agency (MRA) to review all potential impacts, the MRA chose, based on FHWA's recommendation, to produce a combined MEPA/NEPA document.

1.1 Location of the Project

Missoula is Montana's third largest city with a 1990 urban population of 42,918. Located near the confluence of the Bitterroot and Clark Fork rivers, the city forms the hub of two large valleys. The Clark Fork River flows through the northern third of the city and roughly separates the Downtown area from the rest of the city. The Northside neighborhood is located just north of Downtown. Tracks from the Montana Rail Link (MRL) line separate the Northside neighborhood from the Missoula Central Business District, the University of Montana, and the west side of the city. Figure 1 presents the location of the study area within the City of Missoula.

The Northside neighborhood is one of Missoula's oldest. It developed in conjunction with the Northern Pacific Railroad (NPRR). Its population (4,839 residents, according to 1990 Census for Tract 2.01) represents a mixture of



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Northside Bicycle/Pedestrian Railroad Overpass

Regional Context

Missoula Redevelopment Agency

Figure 1

families, students, and the elderly. It has the highest concentration of aging housing stock and the lowest household incomes in the city (1990 Census).

The Northside Bicycle/Pedestrian Railroad Overpass study area is located in the area between Washington and May Streets where the streets meet the MRL tracks on the north side of Missoula, Montana (Figure 2). The project area is bordered by the Northside neighborhood to the north of the tracks, and the Central Business District/Government Center and the Westside neighborhood to the south of the tracks. The project study area is located in Township 13 North, Range 19 West, Sections 15, 16, 21 and 22.

1.2 Purpose of the Project

The purpose of this project is to identify and provide a bicycle/pedestrian railroad overpass to link the Northside neighborhood to the downtown area and other intermodal transportation facilities. The neighborhood is currently separated from the rest of the City by the MRL tracks. Since these tracks are considered private property, crossing of these tracks is considered trespassing. In addition, to the illegal aspects of crossing the railroad tracks, it is also extremely dangerous.

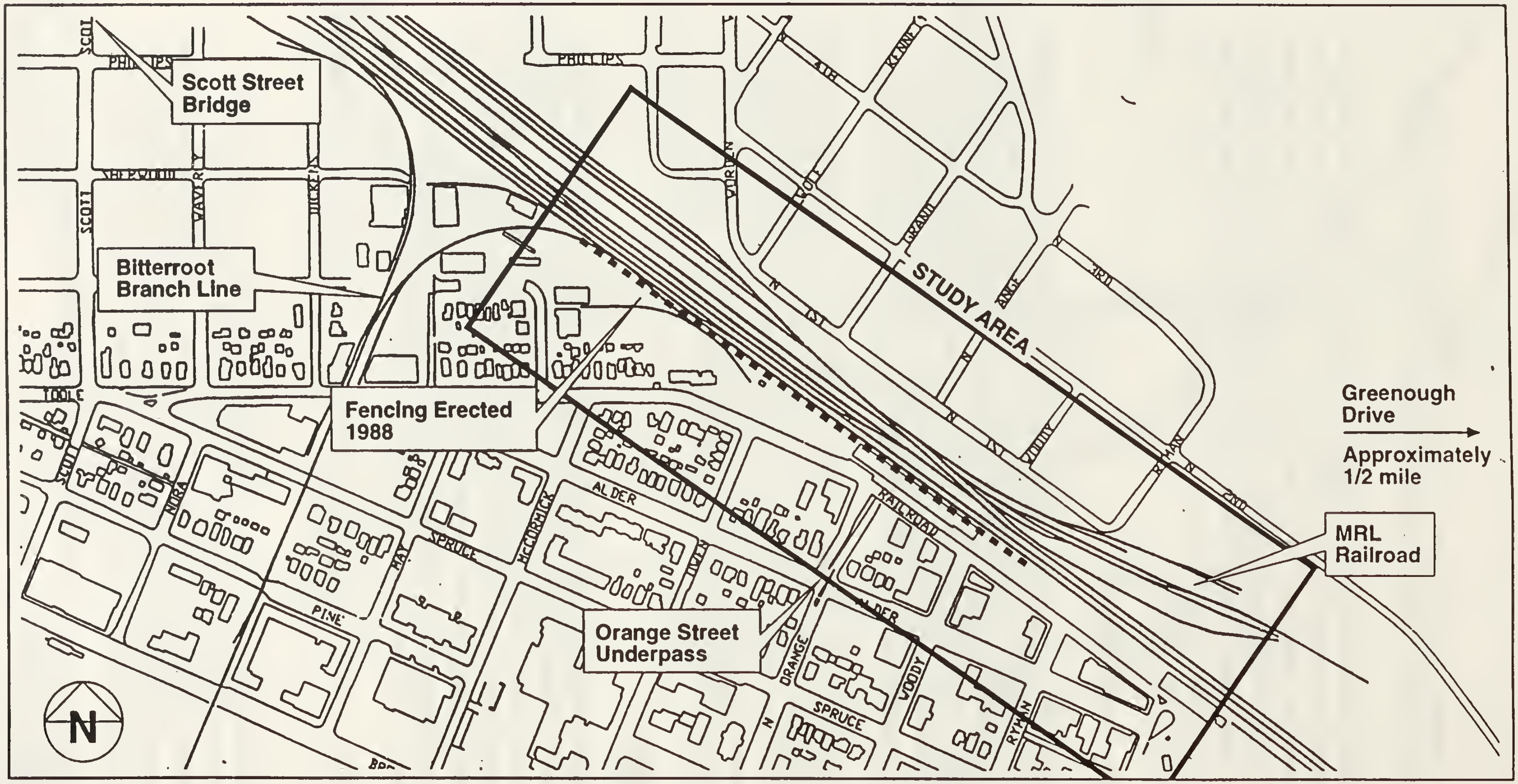
This overpass will provide a safe crossing for area residents. In addition, this new overpass will potentially improve air quality by potentially replacing single-occupant vehicle (SOV) trips with pedestrian and/or bicycle trips. The design of the proposed project includes lighting, signing, fencing and railing, and conforms to the Americans With Disabilities Act (ADA) guidelines and policies.

1.3 Background

The Northside neighborhood, one of the oldest neighborhoods in Missoula, developed in conjunction with the NPRR. During the first fifty years of the railroad's existence, access between the neighborhood and the downtown was via a number of direct routes over the railroad tracks. Changes in access began in 1939 with the opening of the Orange Street Underpass. By agreement with the NPRR, the opening of the underpass was accompanied by the closing of a grade level crossing at Woody Street, and another at Owen Street.

Since 1978, Northside residents have been limited to three legal access routes (See Figure 2):

- *Greenough Drive*. This automobile/bicycle/pedestrian crossing is located approximately 0.8 kilometers (0.5 miles) east of the study area and approximately 1.6 kilometers (1.0 mile) east of the Northside residential core. Greenough Drive is a two-lane street with no sidewalk. Both the north and south approaches are at a zero (0) percent grade. Although the slope would



Scott Street Bridge

Bitterroot Branch Line

Fencing Erected 1988

Orange Street Underpass

MRL Railroad

Greenough Drive → Approximately 1/2 mile

0 200' 400'

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Northside Bicycle/Pedestrian Railroad Overpass

Study Area

Missoula Redevelopment Agency

Figure 2

allow access by elderly and disabled individuals, the lack of sidewalks is not consistent with ADA requirements. In addition, given its distance, it is virtually impossible for Northside elderly and disabled residents to use this crossing with non-motorized transportation.

- *Orange Street Underpass.* This automobile/bicycle/pedestrian crossing is located in the heart of the study area. The majority of Northside neighborhood homes are located directly west of this street. The Orange Street Underpass is a two-lane tunnel with a 1.52 meter (5.0 feet) wide walkway on either side. It is at a seven (7) percent grade. Bike riding is not permitted on the walkways and the narrow, fast auto lanes are suited only for experienced cyclists. In addition, the ramps on the tunnel's west side do not meet ADA accessibility standards. Individuals do not generally feel safe in the tunnel and continual maintenance is needed due to vandalism and the deteriorating structure.

- *Scott Street Bridge.* This automobile/bicycle/pedestrian crossing is located approximately 0.8 kilometers (0.5 miles) west of the study area. It is adjacent to the many homes in the Northside community. However, it has steep grades (7%) that are difficult for some cyclists to ascend, and has a 1.52 meter (5.0 feet) walkway only on the west side. These steep grades present a barrier for many disabled and elderly individuals and people pushing baby strollers. This grade does not conform to ADA requirements.

Because of the limitations associated with these access routes, many Northside residents chose to simply walk across the railroad tracks, which is very unsafe as well as illegal (it is considered trespassing). In 1988, this option was eliminated when MRL (the current railroad operator) erected a fence along the south side of the railyard between Higgins Avenue and the Bitterroot Branch Line. This fence cut-off the main illegal access points for pedestrians crossing the tracks to get to the downtown core. The purpose of the fence was to eliminate vandalism, trespassing, and reduce railroad liability.

In June of 1993, a charrette was conducted by the City of Missoula to solve the problem of inadequate access for Northside neighborhood residents. Participants included City engineering and planning staff, MRA staff, representatives from Sun Mountain Sports and MRL, residents of the Northside, and other interested parties. The participants agreed that in order to link the Northside with the rest of Missoula, a non-motorized overpass at Owen/Worden Streets combined with an at-grade crossing near Woody/Ryman should be built.

It has since been determined by the Montana Department of Transportation that an at-grade crossing would not be feasible because of safety and liability concerns. Through negotiations between Northside neighborhood residents and the City of

Missoula, a second overpass was agreed upon, in lieu of the at-grade crossing (City of Missoula Resolution #5662, as amended).

In 1994, with the appropriation of approximately $30 million in CMAQ program funds to the City of Missoula, two overpasses were identified for future funding and construction.

1.4 Need for the Project

The history of this project, as presented above, discusses the neighborhood's lack of bicycle and pedestrian access to employment, shopping and entertainment centers south of the MRL tracks. The railroad tracks are also a barrier to people on foot or bicycle to visiting the Northside from other parts of the community. The need for this project however, is broader-based. The following presents the importance and need -- for both Northsiders and Missoulians as a whole -- for the Northside Bicycle/Pedestrian Railroad Overpass.

- **Clean Air Conformance**

Missoula was designated non-attainment for both carbon monoxide (CO) and total suspended particulate in 1978. It was redesignated non-attainment for particulate matter (PM-10) in 1987 and continues to be in non-attainment (classified "moderate") for CO.

Based on information obtained from the CMAQ Proposal for the Northside Overpass (City of Missoula, 1994), discussions with residents of the Northside neighborhood found that much of the neighborhood residents' travel is to destinations less than five miles from home. The proposal also indicated that "cold start" automobile trips (trips less than five miles) are the most damaging to air quality. City staff thus concluded that bicycle and pedestrian access via a Northside crossing would facilitate the conversion of motorized to non-motorized modes, replacing single-occupant vehicle trips with pedestrian or bicycle trips.

A calculation method that demonstrates air quality improvements from non-motorized transportation projects and programs was performed by the City of Missoula staff as part of the CMAQ funding proposal for this project. "It was shown that the current levels of bicycling in the City of Missoula reduce the amount of CO emissions by 263-389 kilograms daily (72,851-110,865 kilograms annually), and tailpipe PM-10 emissions from .86-1.3 kilograms daily (237 - 371 kilograms annually). Bicycling represents an approximate two to three percent reduction in current daily vehicle emissions." (CMAQ Proposal, page 5).

"The reduction in vehicle miles traveled (VMT) is approximately 5,800 - 8,600 miles daily (1.6 - 2.5 million miles annually). This project could contribute an additional one percent reduction in vehicle miles traveled [for the City as a whole]." (Ibid). It should be noted, that construction of the first overpass will likely provide a reduction in air quality impacts consistent with these figures. However, construction of a second overpass will most likely have a significantly less effect on air quality. *Appendix A* presents this research and analysis.

- **Safe Access to Adjacent Areas**

Tracks from the MRL separate the Northside neighborhood from the Missoula Central Business District, the University of Montana, and the west side of the City. This separation creates access barriers for residents trying to reach destinations in Missoula, and for workers trying to reach places of employment in the Northside neighborhood. Visitors to the Northside from the Downtown and Westside neighborhoods are also hampered by this lack of direct, non-motorized access.

Construction of an overpass would create a safe and convenient non-motorized route for the Northside neighborhood and area visitors.

- **Inadequate Bicycle Linkage to City's Bicycle Network**

U.S. Census data for 1990 found that 10% of Missoula's working population (2,718) used non-motorized transportation as a means of traveling to work. The City is estimated to have approximately 5,720 non-motorized transportation users daily (10% of 1990 urban population). This 10% figure is considered conservative, since no adjustments have been made for the unemployed, adolescent, or retired population. This figure is consistent with the 1992 Downtown Commuter Survey (performed by the City of Missoula in 1992) which found that approximately 9.9% of survey respondents chose bicycling as their primary mode of transportation to work, while 4.7% walked.

Based on the above statistics, it can be assumed that the Northside Overpass has the potential to service approximately 10% (approximately 480 residents) of the Northside neighborhood resident's non-motorized travel movements.

As part of this environmental process, extensive public involvement was conducted. In an effort to integrate the public and technical dimensions of siting and design for the overpass, the project team developed a public and agency process that invited the citizens and stakeholders of the area to collaborate and participate in the selection and design of the overpass. (See *Appendix B* for public involvement materials). This chapter describes the activities that were performed as part of the public process.

2.1 Project Review Team Interview

At the onset of the project, a Project Review Team, which consisted of neighborhood, City and bicycle group representatives, was established. Each of these individuals was interviewed by the project team. Major concerns included: access for elderly and disabled individuals, ease of use for bicyclists, scheduling, and site location for the overpass. In addition, the issue of a second overpass was paramount. Many team members expressed their desire to locate two overpass sites as part of this process.

2.2 Agency Scoping

Prior to the first public meeting and data collection efforts, local, regional, state and federal agencies that had a possible interest in this project were identified. On 8 March 1996, these agencies were contacted, informed of project initiation, and asked to express their concerns and questions by 1 April 1996. As of 15 April 1996, no comments or questions had been received from these agencies. The project team and MRA assumed that the contacted agencies did not have any strong concerns regarding this project. During the project team's data collection efforts a number of these agencies were again contacted.

In addition to sending letters to the resource agencies, on 4 March 1996, telephone contact was made directly with the Montana Department of Transportation and the FHWA.

2.3 Public Scoping

A number of activities were implemented as part of the public scoping process. The following summarizes these activities.

2.3.a Project Flier and Open House Poster

Concurrent with agency scoping, a project flier and survey was developed and distributed to agencies (enclosed with the scoping letter), residents, businesses and land owners. The flier was mailed on 9 March 1996 to approximately 250 land owners in the Northside neighborhood and businesses in downtown. During the weekend of 8 March 1996 members of the Northside Neighborhood Association hand-delivered over 1,000 fliers to residents of the Northside neighborhood. As of 1 April 1996, 42 responses to the flier/survey were received by MRA.

During this same time frame, posters displaying information about the first Open House and project initiation were posted at various locations in the downtown area, including the University, St. Patrick's Hospital and the Safeway supermarket (on Broadway).

2.3.b First Open House (Scoping Meeting)

The First Open House was held at the Whittier School on 19 March 1996 from 5:00 - 7:00 p.m. The Open House was scheduled to take advantage of the Northside Neighborhood Association's meeting being held at the same location starting at 7:00 p.m. The Open House was staffed by MRA, the City of Missoula, MRL, and the consultant project team. Presentation boards and handouts were used at this Open House.

During the course of the evening, approximately 45 residents participated in the Open House. The format of the Open House was developed so residents and stakeholders could talk one-on-one to the project team, ask questions, and, more importantly, have their questions recorded. Questions heard and recorded at the Open House were:

- Why will it take so long for the bridge to be built?
- What is the funding status on the second bridge?
- Why aren't you siting both bridges now?
- What are the future links to the bus routes?
- How and what will the new bridge be named?
- Where is the historic district? How is the bridge affected by this designation?
- What happens at the ends of the overpass where people go into traffic?
- How wide is the overpass? What about safety for all kinds of users like bikes and pedestrians and wheel chairs and skateboards?
- Will there be ADA-mandated wheelchair access?
- Will it be enclosed? Will it be safe?

During the Open House, a Meeting Summary was promised to all those who attended the meeting and signed in. This Meeting Summary was compiled in early April and was mailed (to the participants and scoping agencies) several weeks prior to the second Open House (7 May 1996).

Participants were also invited to complete a project flier (if they hadn't already done so), and submit it during the Open House. Flier results were included in the Meeting Summary.

2.3.c Second Open House

A second Open House was held on 7 May 1996 at the Whittier School. A notice of the meeting was mailed to previous Open House participants, scoping agencies, and City Council members. Posters were displayed at various locations in Missoula. Approximately 20 people participated. The purpose of this Open House was to present the evaluation of alternative sites to the public. Schematic concepts for the overpass were also presented. The format of this Open House was conducted as a workshop, where participants had the opportunity to work with "scaled" bridges and maps to choose their preferred location. Overall, participants concurred with the two selected site locations. Individuals also expressed their preference for a "spiral-type" ramp for the overpass.

Within two weeks of the second Open House, a Meeting Summary was mailed to Open House participants and scoping agencies.

2.3.d Third Open House

A third Open House/Workshop was held on 20 August 1996 at the Whittier School. The purpose of this meeting was to discuss the functional aspects of the overpass with the future users. In an effort to determine user preferences, an advance mailing was hand-carried to the neighborhood (370 copies) and distributed to local bike and sports shops (over 100). Approximately 30 individuals attended the Open House. Graphics presented combinations of stairs, straight and spiral ramps and elevators for the alternative site locations. The aim was to present the real experiences of getting up and over and back down the overpass. Small breakout groups met to review the alternatives and their costs, as well as to physically experiment with model ramp widths and lengths, ramp grade and elevator sizes. User Preference Sheets were filled out at the meeting and later discussed in full session.

2.3.f City Council Hearing

A Missoula City Council public hearing was held on 28 October 1996. During the hearing a presentation was made to the City Council about the overall process for the Northside Bicycle/Pedestrian Railroad Overpass. In addition, Bob Oakes, President of the Northside Neighborhood Association made a statement in support of the project. *Appendix B* contains a full transcript from this City Council Public Hearing.

2.3.g Public Review of Draft Environmental Assessment

A public review period was held from 1 October 1996 to 11 November 1996. This review period provided the community and public officials an opportunity to review a draft Environmental Assessment. Copies of the document were placed in the City Clerk's office, the downtown library, the University of Montana Library, and the MRA offices. Only one public comment was received. The statement (see *Appendix B*) was from City Council member Larry Anderson. Mr. Anderson expressed concern over the safety and maintenance issues surrounding the bicycle/pedestrian overpass. Pursuant to Mr. Anderson's written comments, the MRA worked with him and other public officials to discuss the safety and maintenance issues. Mr. Anderson was reassured that these issues will be solved during the final design phase of the project. Design features such as cameras and lighting will be used to ensure that the facility is safe for all residents to use.

2.3.h Next Steps

This Revised Environmental Assessment will be available for a 30-day public comment period in February 1997. Public comments will be collected and incorporated into a revised document, if necessary. During this time, the public will be offered the opportunity for another public hearing. Following the 30-day public comment period, if no significant impacts are identified, it is anticipated that the Montana Department of Transportation and the FHWA will issue a "Finding of No Significant Impact (FONSI)". If any significant impacts are identified, then an Environmental Impact Statement will be prepared. Final design, and then construction, of the facility will then begin in mid-1997.

A three phased evaluation process was used to develop alternatives for the Northside Bicycle/Pedestrian Railroad Overpass. The first phase was to select possible sites for the location of the Northside Overpass and to perform a "fatal flaw" evaluation. A fatal flaw analysis looks at and identifies issues related to possible sites that make that option not feasible to build. The results of this fatal flaw analysis were then taken to phase two. Phase two entailed designing overpass alternatives for the remaining site areas. During this phase, designs that did not meet project needs were eliminated. Concepts were presented to the community during this stage. Phase Three entailed selection and refinement of a preferred design/site alternative.

3.1 Phase One: Alternative Site Selection

Alternative site selection consisted of: 1) identification of possible sites; 2) development of fatal flaw evaluation criteria; 3) evaluation of possible sites based on evaluation criteria; and 4) selection of alternative site locations.

3.1.a Identification of Possible Sites

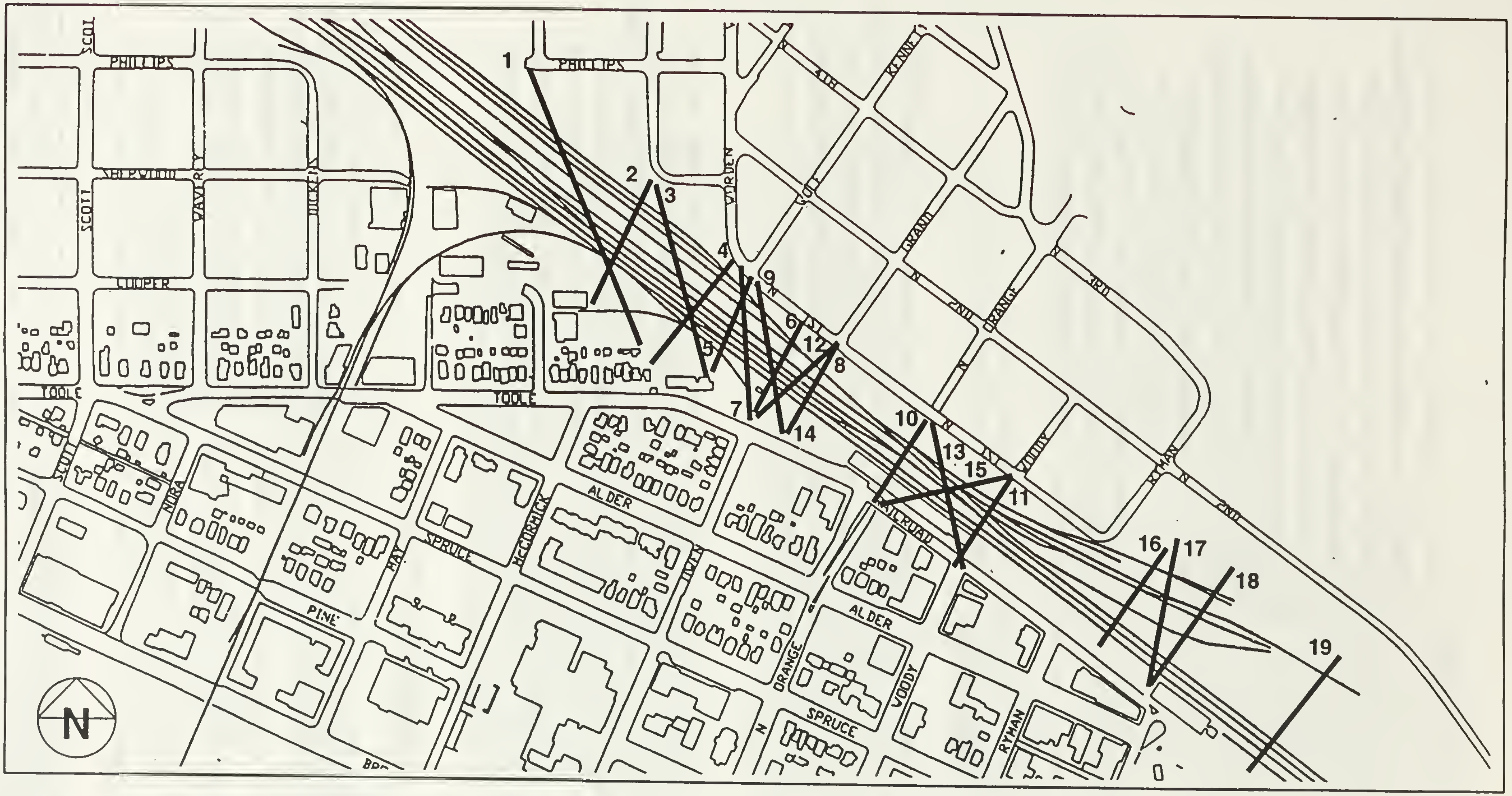
The first step in the analysis entailed the identification of possible overpass sites in the study area. Using aerial photographs and field surveys, the project team selected 19 possible sites for location of an overpass (Figure 3). The only criteria used in selection of a possible site initially was that the landings, on each side of the tracks, had unimproved public or railroad right-of-way that could accommodate some type of overpass entrance (i.e., two ramps).

3.1.b Development of Fatal Flaw Evaluation Criteria

The second step in the analysis included development of fatal flaw evaluation criteria. The purpose of developing fatal flaw evaluation criteria was to ensure that the site locations selected for further study and evaluation could realistically accommodate a cost-effective bicycle/pedestrian overpass and serve the community needs at the same time. Evaluation criteria used in this fatal flaw analysis included:

Community Preference

The first criterion was compatibility with the community's site preference. Input received at the project's first Open House (Whittier School, 19 March 1996) and from 42 completed survey responses indicated that most Northsiders preferred a westerly location in the general area of Worden and Grand Streets (22 or 52%). An overpass in the area of Woody and Ryman Streets received the next highest number of votes from area residents (15 or 36%). Therefore, if the site was not in the Worden/Grand or Woody/Ryman areas it was eliminated from further evaluation.



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Northside Bicycle/Pedestrian Railroad Overpass

Possible Overpass Sites

Missoula Redevelopment Agency

Figure 3

Travel Patterns

The second criterion was to ensure the site served existing travel patterns. Based on discussions with the Northside neighborhood and City of Missoula staff, it was determined that the major travel patterns for neighborhood residents was to and from the University of Montana, Downtown and the area near St. Patrick's Hospital and Safeway supermarket. City staff and neighborhood residents also indicated that travel patterns north from the Downtown/Westside neighborhood to the Providence Center and Sun Mountain Sports are also prevalent. In addition, a field review of the study area indicated that the largest concentration of housing was located in the area west of Orange Street. Therefore, if the site did not fall in either of these two heavily traveled areas -- west of Orange Street or near Woody/Ryman Streets -- it was eliminated.

Length of Span

Common engineering experience dictates a span over 76.2 meters (250 feet) may require intermediate pier support. Incorporating an intermediate pier to support the structure within the railroad right-of-way would add coordination difficulties to the project. Coordination and permitting with the railroad to construct such a pier would also add to the duration of the project.

In addition, there is a direct correlation between the span length and the cost of a structure. Inherent in this correlation is the basic relationship between span length and truss depth. To accommodate an increase in span length, the truss depth must also increase. This increase in truss depth results in an increase in the cost of a structure. Also, span lengths over 76.2 meters (250 feet) require custom-ordered (more expensive) structural members. A site location that required a span greater than 76.2 meters (250 feet) was not considered for further evaluation..

3.1.c Evaluation of Possible Sites

The third step in the analysis was to apply these fatal flaw evaluation criteria to the possible sites. Using the above evaluation criteria, a number of possible sites were eliminated. Due to their lack of community preference, incompatibility with travel patterns, and span length (thus increased cost), the project team felt these sites were not worthy of further consideration. Sites eliminated from further evaluation were: Site 1, Site 2, Site 3, Site 4, Site 7, Site 9, Site 12, Site 13, Site 14, Site 15, Site 16, Site 17, Site 18, and Site 19 (See Figure 3 for locations).

In May 1996, the preliminary findings of the fatal flaw analysis were presented to the community (second Open House). All site locations identified were presented to the public. The community concurred with the selection of the two general site areas for further review. Extensive discussion ensued with the public discussing the remaining sites and general areas. It was concluded that the project team would no longer look specifically at the remaining sites, but would look at the general area of these sites. The goal was to identify the best location within the two general areas that met environmental and engineering constraints. Based on the length of the truss and impacts to the surrounding environment, specific sites within the general area were chosen.

The general areas chosen by the community and the project team (shown in Figure 4) were located in two areas:

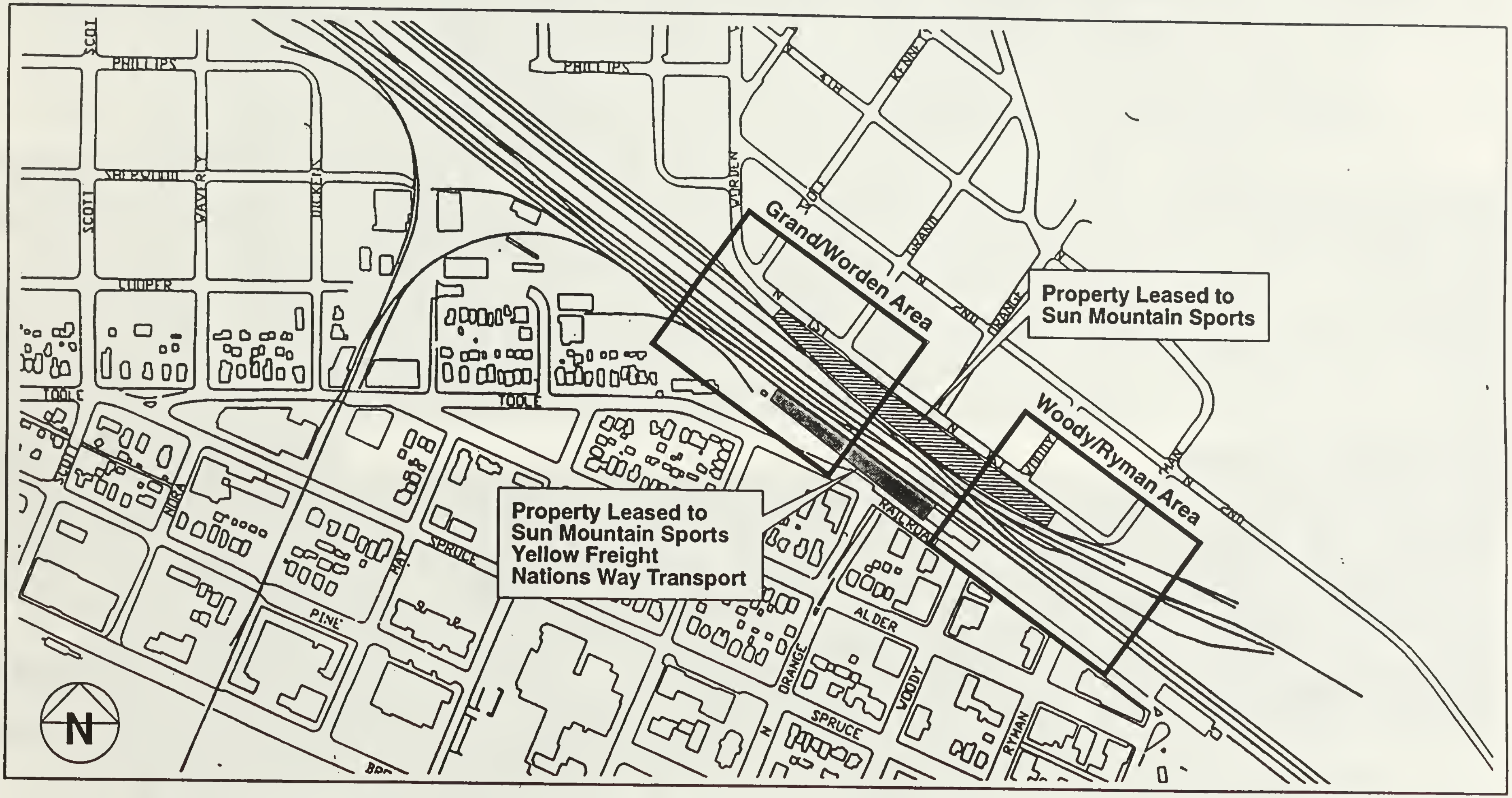
> ***Alternative 1: Between Grand and Worden Streets.*** There are a number of locations in this area that lend themselves to a bicycle/pedestrian overpass.
>
> Unimproved land on either side of the MRL tracks is fairly abundant. However, in the southern portion of this site, three businesses currently lease land from the railroad. Siting of an overpass needs to be sensitive to the operating needs of these businesses. The length of span in this general area can meet the maximum requirement of approximately 76.2 meters (250 feet).
>
> ***Alternative 2: Between Ryman and Woody Streets.*** Given the potential availability of land on the south side of the MRL tracks, construction of an overpass in this general area may be feasible. It must be noted the majority of the land in this area is currently under lease to Sun Mountain Sports for their shipping and parking needs. Any design needs to incorporate the daily usage of this land by Sun Mountain Sports staff. The width of the tracks in this location is approximately 60.96 - 76.2 meters (200 to 250 feet).

3.2 Phase Two: Alternative Design Concepts for Selected Site Areas

Conceptual designs were presented at the second Open House. Designs included a Spiral Ramp Option, a Switchback Ramp Option, and a Straight Ramp Option. Figures 4 through 6 illustrate these concepts.

3.2.a Alternative Design Concepts Considered and Rejected

Discussions with the community at the second Open House indicated the Spiral Ramp and the Straight Ramp Options were preferred over the Switchback Ramp Option.



0 60.96m (200') 121.92m (400')

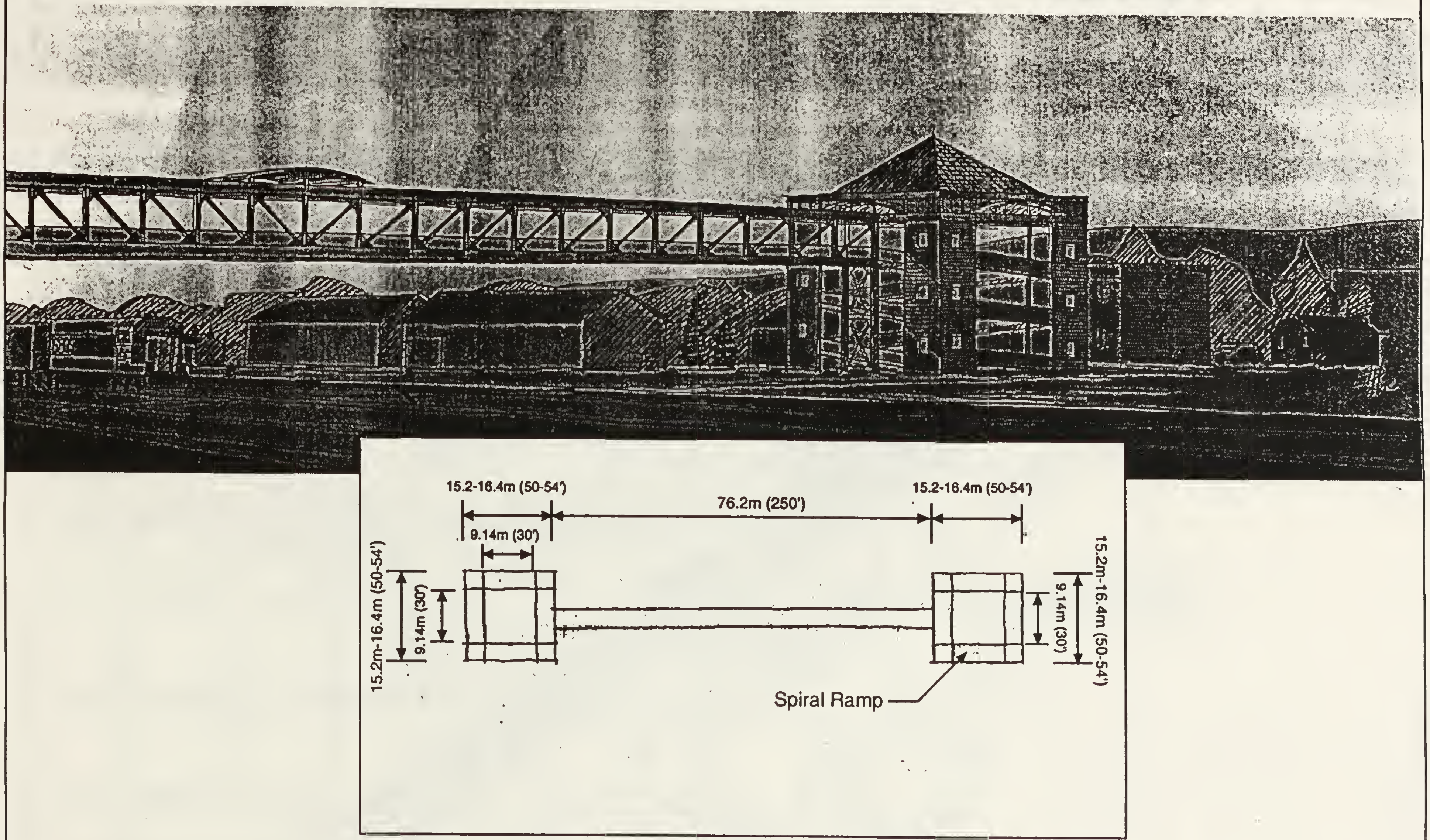
HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

Alternative Site Areas

Missoula Redevelopment Agency

Figure 4



Not To Scale

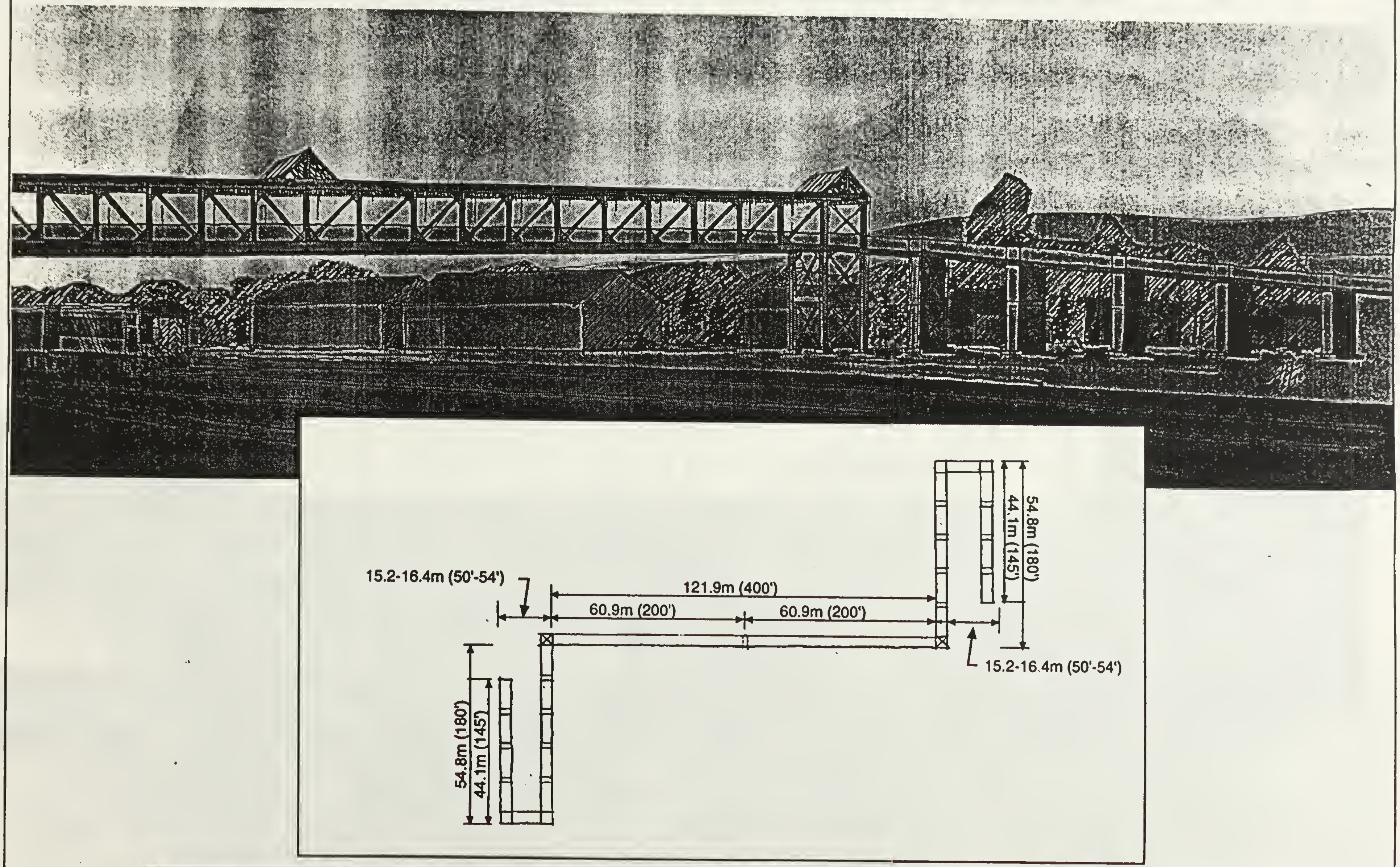
HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

Spiral Ramp Concept

Missoula Redevelopment Agency

Figure 5



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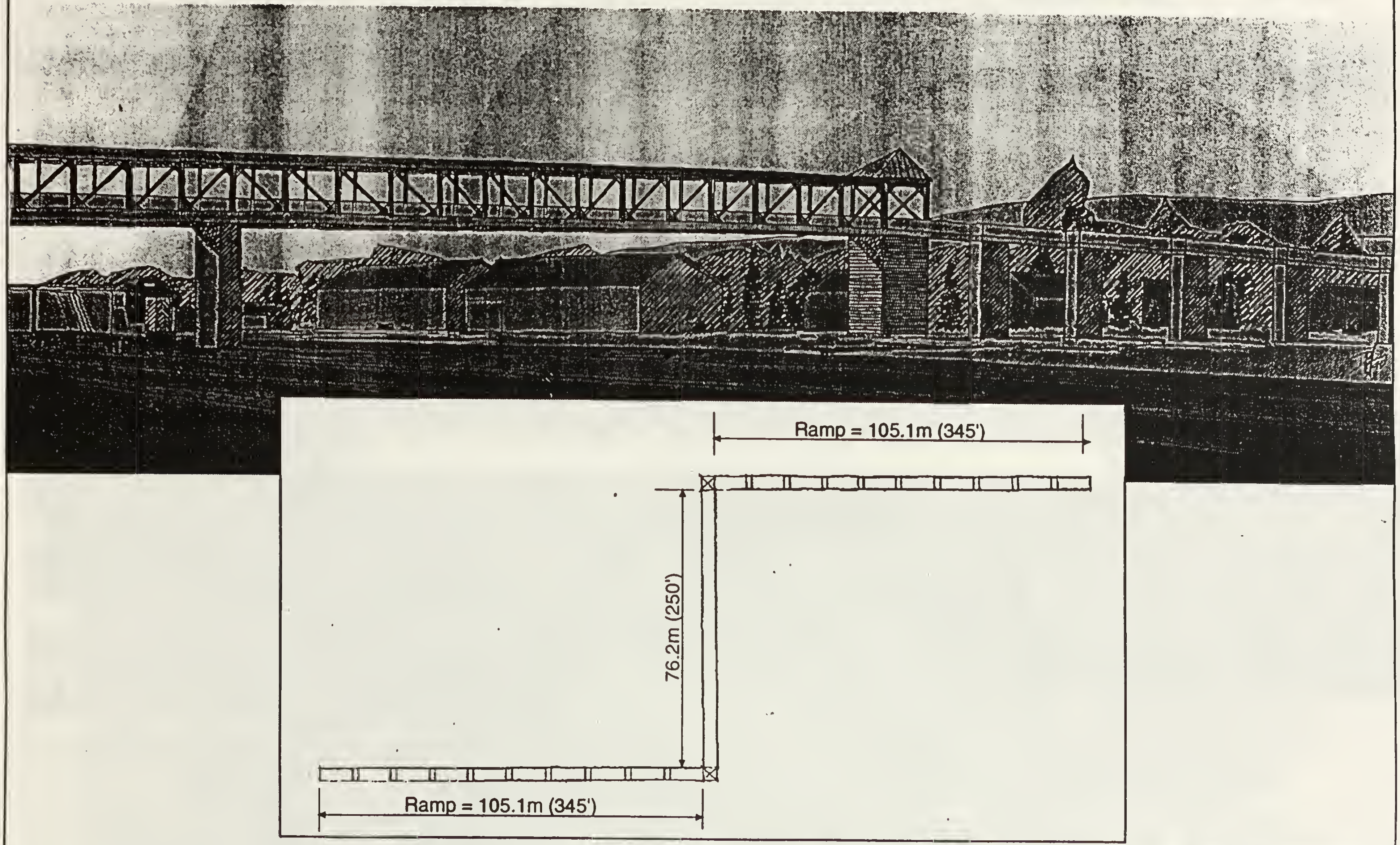
Northside Bicycle/Pedestrian Railroad Overpass

Switchback Ramp Concept

Missoula Redevelopment Agency

Figure 6



Not To Scale

HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

Straight Ramp Concept

Missoula Redevelopment Agency

Figure 7

In addition, in July 1996, a project team evaluation was performed to review the three design concepts. The purpose of this review was to determine the feasibility of each concept. During this team review, it was determined that the Switchback Option, while feasible, did not necessarily lend any advantage to the overall design of the overpass facility. It was felt that the Spiral Ramp and Straight Ramp concepts fully met the purpose of this project and the needs of the community.

Therefore, the Switchback Option was eliminated from further review and consideration.

3.2.b Alternative Design Concepts Studied Further

Concept designs and costs were further developed for the remaining two design concepts. Prior to design, project team engineers met with MRL engineers to discuss actual site locations within these two general areas.

In July 1996, staff from the MRA requested a new design concept be considered: a Spiral Stairway/Elevator Option.

The following presents a brief discussion of each of these design concepts within their specific site areas. These concept alternatives are presented in Figures 8 through 12 at the back of this chapter. Table 1 presents an overview of the design concepts and their components. The concepts are the same for each of the site areas.

Woody/Ryman Area

The three options for the Woody/Ryman Area are situated perpendicular to the existing MRL tracks in a northeast/southwest direction. They are bounded on the northeast side by North First Street and Woody Street and on the southwest side by Railroad Street and Woody Street. In addition, all options are contained within MRL right-of-way. This land is currently under lease to Sun Mountain Sports and is utilized for parking and trucking operations as well as interoffice circulation. In all three options, there will be extensive utility removal and/or relocation work required.

Option 1: The Spiral Ramp Option

This option is situated between two historic, commercial buildings (currently occupied by Sun Mountain Sports) on the northeast side and an historic brick building and a fuel recovery area on the southwest side. The edge of the overpass structure on both the northeast and the southwest sides is bounded by the existing 91.44 meter (300 feet) railroad right-of-way between North First Street and Railroad Street. This option will

Table 1
Overpass Design Features and Details

Design Option and Features	Details
Spiral Ramp Option	
Length of Ramps and Truss	Southern ramp entrance: 91.44 meters (300 feet) total
	Northern ramp entrance: 91.44 meters (300 feet) total
	Truss: 60.96 meters (200 feet)
Ramp Dimensions	Width: 3.048 meters (10 feet) (interior)
	Length: 9.144 meters (30 feet) (rise) with 3.048 meters (10 feet) flat
Slope of 9.144 Meter (30 Foot) Ramp Sections	1m:12m (1':12')
Number of Ramps	10 on each side of the overpass
Height of Truss at Clearance	Approximately 7.62 meters (25 feet)
Footprint of Ramp Tower	Approximately 15.24 meters x 15.24 meters (50 feet by 50 feet)
Straight Ramp Option	
Length of Ramps and Truss	Southern ramp entrance: 91.44 meters (300 feet) total
	Northern ramp entrance: 91.44 meters (300 feet) total
	Truss: 60.96 meters (200 feet)
Ramp Dimensions	Width: 3.048 meters (10 feet) (interior)
	Length: 91.44 meters (300 feet) with alternating 9.144 meters (30 feet) rise and 3.048 meters (10 feet) flat ramps
Slope of 9.144 Meter (30 Foot) Ramp Sections	1m:12m (1':12')
Number of Ramps	1 on each side of the overpass
Height of Truss at Clearance	Approximately 7.62 meters (25 feet)
Footprint of Ramp Tower	Approximately 4.27 meters (14 feet) by 12.18 meters (350 feet)
Spiral Stairway/Elevator Option	
Length Truss	Approximately 60.96 meters (200 feet)
Stairway Dimensions	Width: 1.83 meters (6 feet) (interior)
	Steps: Approximately 15 per flight
Number of Flights	3 with flat ramps between flights
Dimension of Flat Ramps	Approximately 1.83 meters (6 feet) by 9.144 meters (30 feet)
Height of Truss at Clearance	Approximately 7.62 meters (25 feet)
Footprint of Stairway/Elevator Tower	Approximately 9.144 meters (30 feet) by 9.144 meters (30 feet)
Elevator Size	Option 1: 1.83 meters (6 feet) by 2.134 meters (7 feet)
	Option 2: 2.44 meters (8 feet) by 3.048 meters (10 feet)
Elevator Features	Doors located on opposite sides
	Glass encasement (except for doors)
Elevator Options for Ramp Designs	
Elevator Size	Option 1: 1.83 meters (6 feet) by 2.74 meters (9 feet)
	Option 2: 2.44 meters (8 feet) by 3.048 meters (10 feet)
Elevator Features	Doors located on opposite sides
	Glass encasement (except for doors)

require approximately 743.20 square meters (8,000 square feet) of railroad right-of-way. Entrance to the ramp is at Woody Street. An optional elevator, located within the ramp tower, could also be accessed at Woody Street.

Preliminary layouts indicate that there will be a loss of approximately 30 parking spaces between the two existing buildings on the northeast side and just southeast of the existing building on the southwest side. This option is the only one of the three options considered that will not affect the fuel recovery station on the southwest side, unless there are underground storage tanks. Figure 8 illustrates the general concept for this design.

Option 2: The Straight Ramp Option

The straight ramp system will require approximately 1,021.90 square meters (11,000 square feet) of railroad right-of-way. Entrance to the ramps will be two blocks northwest of Woody Street on the northeast side and two blocks southeast of Woody Street on the southwest side. Access from Woody Street is available via an optional elevator at each end of the overpass truss structure.

This option will displace a total of approximately 45 parking spaces on both sides of the railroad tracks. In addition, the two existing concrete pads, as well as the existing weigh scale located on the southwest side of the proposed structure, will have to be removed or relocated. Due to the lengths of the ramps, the possibility exists that the ramp heading in the northwest direction (on the northwest side) will touch down either on top of, or after, the existing underpass structure located at North Orange Street. Because of the age of the existing underpass, extensive structural modifications required to support the new ramp structure could be cost prohibitive. Figure 9 illustrates the general concept for this design.

Option 3: The Spiral Stairway/Elevator Option

This option, like the Spiral Ramp Option is situated between the existing buildings and the fuel recovery area on the southwest side and the two existing brick buildings on the northeast side. Since the stairway/elevator structure is smaller than the spiral option, approximately 390.18 square meters (4,200 square feet) of railroad right-of-way will be required. Approximately 15 parking spaces will be lost. Impacts to the existing utilities are the same as for the Spiral Ramp Option. One major change is the way the overhead truss is located on the site. Due to lack of space between the existing buildings, it is almost impossible to locate the truss perpendicular to the existing tracks. This requires the truss to be sited at an angle of approximately 10° to the existing tracks. Figure 10 illustrates the general concept for this design.

Grand/Worden Area

All three options are located within the existing 91.44 meter (300 feet) railroad right-of-way. The options are bounded on the northeast side by North First Street and on the southwest side at the intersections of Railroad Street, Toole Avenue and Birch Street. The proposed structures for each are sited so they are perpendicular to the existing tracks and the Grand Street and North First Street intersection.

Option 1: The Spiral Ramp Option

This option is situated approximately at the center line of Grand Street and spans in a northeast to southwest direction. This option will require approximately 743.20 square meters (8,000 square feet) of existing railroad right-of-way. Entrance to the ramp is at Grand Street (on the north) and Owen/Railroad Streets on the south. An optional elevator, located within the ramp tower can also be accessed at the same locations.

The preliminary layout indicates there is some loss in existing parking on either side of the proposed structure and the existing concrete slab located on the northeast side will have to be removed. Trucking operations for three businesses in this area may be slightly hampered by this option. Approximately 4 or 5 truck spaces will be displaced. Figure 8 illustrates the general concept for this design.

Option 2: The Straight Ramp Option

The straight ramp system will require approximately 1,012.90 square meters (11,000 square feet) of existing railroad right-of-way. Entrance to the ramp structures will be approximately two blocks in both the northwest and southeast directions from Grand Street. Access from Grand Street is via an optional elevator at the end of the overpass truss structure.

Parking for six to ten trucks will most likely be eliminated. In addition there will be a major conflict with the existing covered loading platform located just northwest of the North Orange Street and Railroad Street intersection. The preliminary layout indicates the required lengths of the straight ramp option at the location will touch down approximately 9.144 meters (30 feet) onto this existing loading platform. This will require a considerable amount of site remediation to make this option work within this area. Figure 9 illustrates the general concept for this design.

Option 3: The Spiral Stairway/Elevator Option

This option is located on the same Grand Street site as the Spiral Ramp Option and is perpendicular to the existing railroad tracks. Entrance to the spiral stairway and elevator is at Grand Street on the north and at Owen/Railroad Streets on the south. Since the elevator/stair configuration is less in size than that of the Spiral Ramp Option, approximately 390.18 square meters (4,200 square feet) of railroad right-of-way will be required. There are similar impacts to the existing parking spaces on either side of the proposed structure and the existing concrete slab located on the northeast side will have to be removed. Impacts to existing utilities will be minimal. Figure 10 illustrates the general concept for this design.

3.2.c Comparison of Design and Site Costs

Although the design concepts are identical for each of the site areas, the costs associated with utility relocation and remediation vary. As such, costs are different for each of the design/site alternatives. Table 2 presents a summary of costs for each concept. *Appendix C* presents detailed cost information.

Table 2
Comparative Costs for Each Design/Site Alternative

Overpass Design	Overpass Location	
	Grand/Worden Area	Woody/Ryman Area
Spiral Ramp without Elevator	$1,272,849	$1,303,561
Spiral Ramp with Small Elevator	$1,530,834	$1,561,546
Spiral Ramp with Large Elevator	$1,653,684	$1,684,397
Straight Ramp without Elevator	$1,493,148	$1,472,927
Straight Ramp with Small Elevator	$1,751,133	$1,730,912
Straight Ramp with Large Elevator	$1,873,983	$1,853,762
Stairway with Small Elevator	$1,172,431	$1,203,144
Stairway with Large Elevator	$1,295,281	$1,325,994

3.3 Phase Three: Preferred Design/Site Alternative

In August 1996, a Third Open House was held at the Whittier School. Approximately 25 people were in attendance. The purpose of this meeting was to review the design options/sites with the community to identify their preference for a Northside Bicycle/Pedestrian Railroad Overpass. In addition to this Open House, a survey was distributed to 700 area residents. The purpose of this User Preference Survey was to: determine the preferred location for the overpass;

determine the design concept for the overpass; and determine if an elevator was preferred.

The results of this survey, together with the results from the community meeting, guided the project team towards the Preferred Design/Site Alternative. Survey and meeting results indicated that over half of those present at the third Open House preferred the Grand Street location. It must be noted, that the Grand Street site was selected although the community preferred a more westerly (closer to Worden Street) site. Due to engineering constraints, a more westerly site was not feasible.

In addition, about half of those present also preferred the *Spiral Ramp Option* with a large elevator. This was primarily to ensure bike riders (even with bike trailers) could use either the ramp or the elevator. Residents were highly sensitive to the potential safety issues associated with each alternative and made many suggestions for inclusion in the final design process. These included: emergency phones, lighting, glass walls on the elevator, visibility around ramp corners, speed deterrents on ramps, maintenance and video cameras.

These comments were comparable with those submitted directly to MRA on the User Preference Survey.

3.3.a Preferred Design/Site Alternative and the No Build Alternative

Based on community input and overall engineering principles, the *Spiral Ramp with Elevators Option*, located just west of Grand Street, is the preferred design/site alternative. The overpass structure includes an elevator (the shaft will be able to accommodate a large 2.438 meter (8 feet) by 3.048 meter (10 feet) elevator) and an ornamental, lighted pyramid roof. Specific aesthetic details will be further defined during the next stages of design. Figure 13 illustrates the preferred design/site alternative.

Although the community has chosen a preferred alternative, a No Build Alternative is also under consideration. This No Build Alternative would require that the community continue to use existing access points to Downtown Missoula and other areas south of the Northside neighborhood. The No Build Alternative would maintain the status quo.

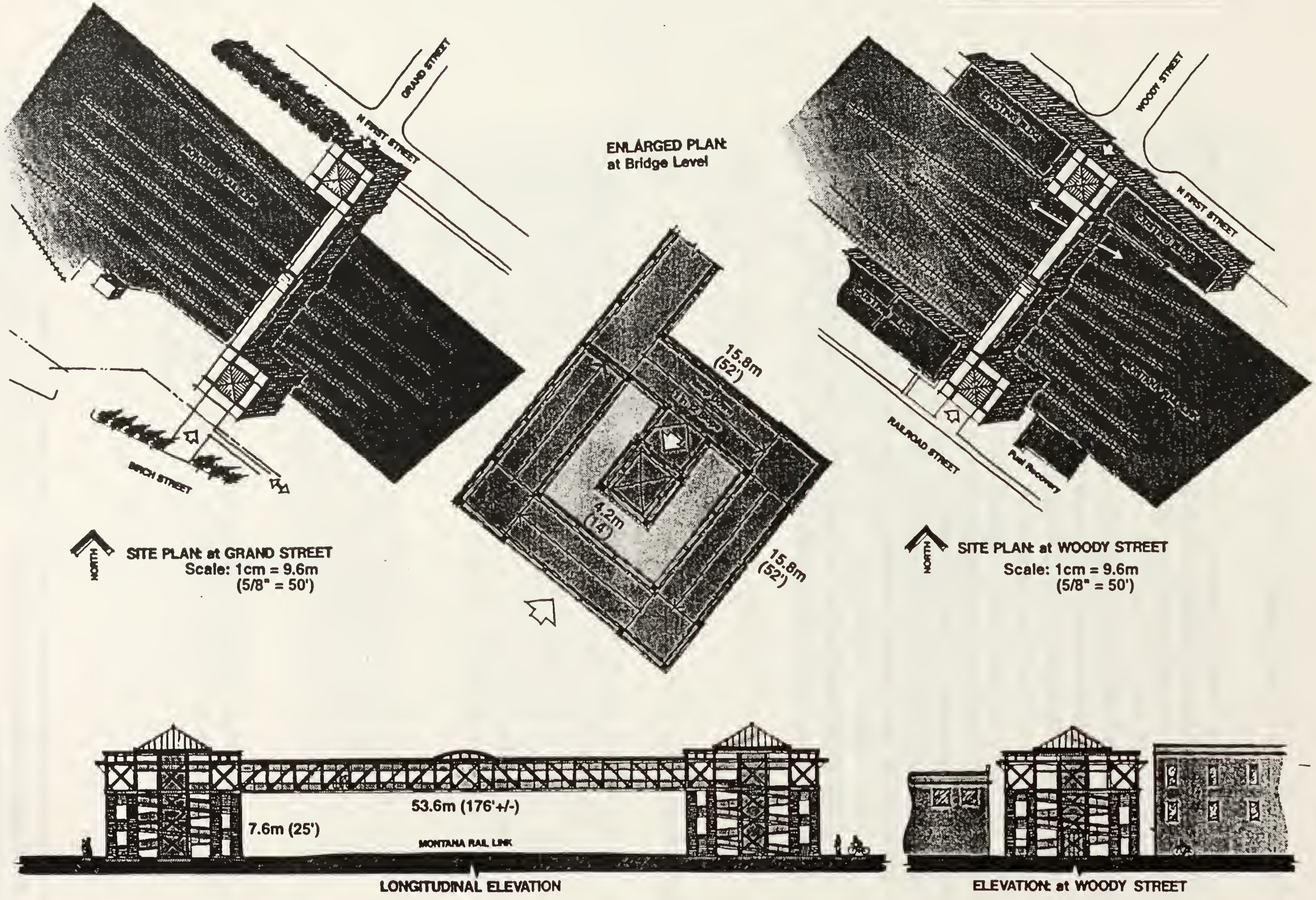
An evaluation of the *Grand Street Spiral Ramp with Elevators Option Alternative* and the *No Build Alternative* is the topic of discussion for the remainder of this Environmental Assessment.

3.3.b Second Overpass

Throughout the evaluation process, community residents and leaders continually expressed an interest in a possible location for a second overpass. It is the hope of the community to design and construct a second overpass in the future.

The process used during this project enabled the project team to review a large number of potential overpass sites and designs. As a result, the team believes all feasible sites within the study area were reviewed, thus enabling them to make a recommendation for a second overpass location. The project team believes that the Woody/Ryman area would be a possible location for a second overpass. Some issues would need to be resolved such as the disruption to Sun Mountain Sports' daily operations and the potential proximity of an overpass to existing structures (in conflict with fire codes). The team is confident, however, these issues can be resolved and that a second overpass can be sited in this general area.

If it is determined that a second overpass will be constructed, a separate environmental document will be required.



SITE PLAN: at GRAND STREET
Scale: 1cm = 9.6m
(5/8" = 50')

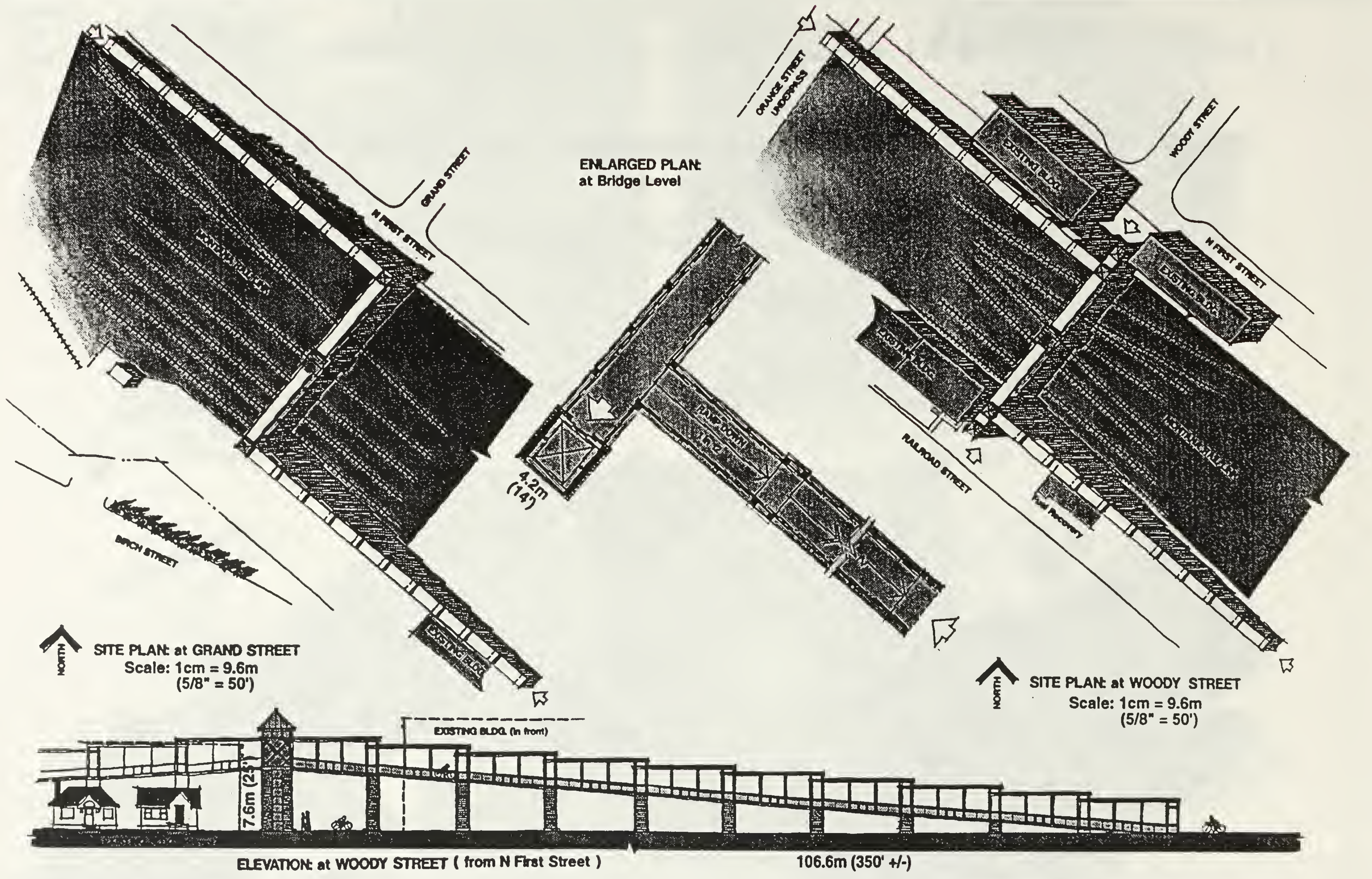
ENLARGED PLAN:
at Bridge Level

SITE PLAN: at WOODY STREET
Scale: 1cm = 9.6m
(5/8" = 50')

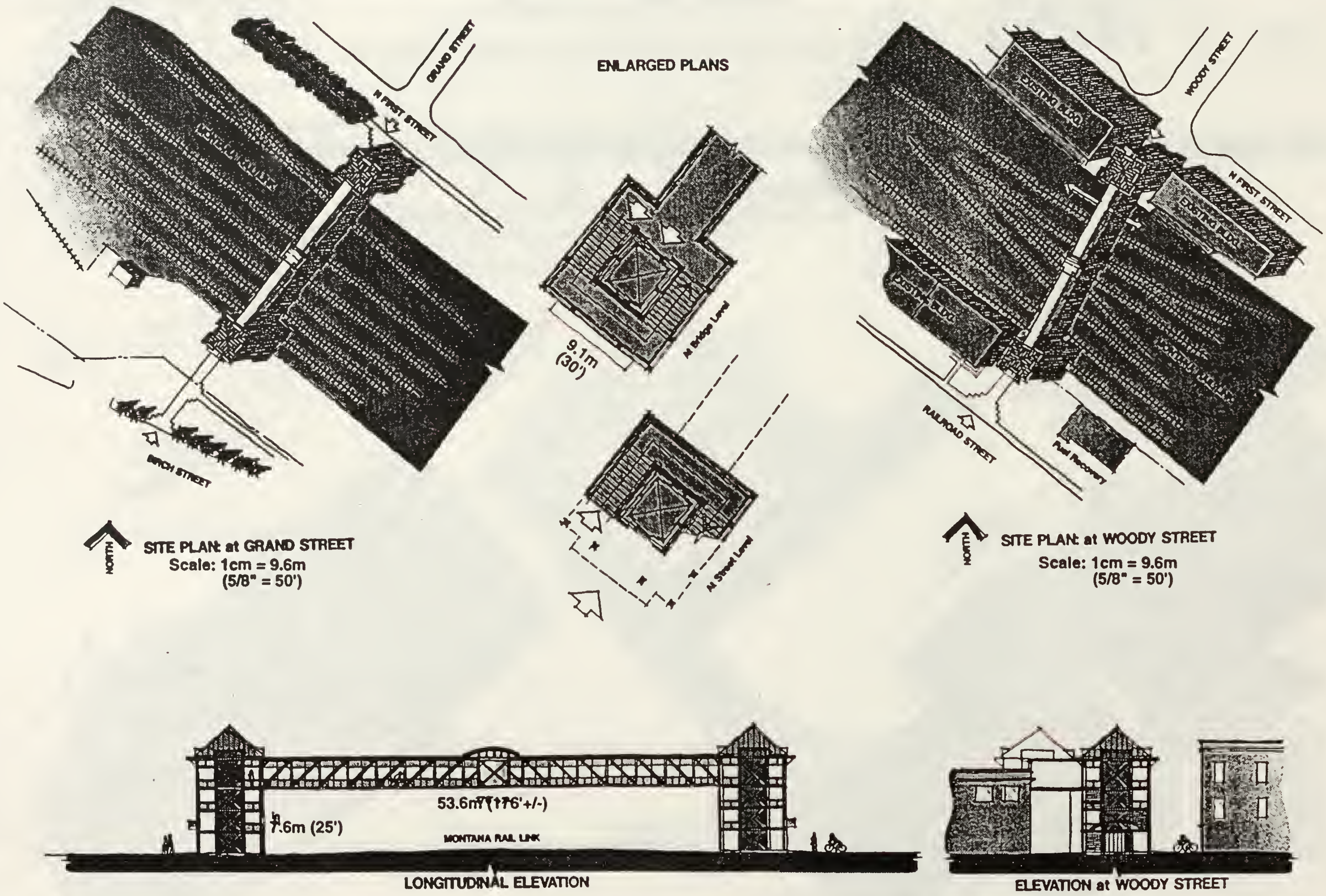
LONGITUDINAL ELEVATION

ELEVATION: at WOODY STREET

Scale As Labeled	HDR HDR Engineering, Inc.	*Northside Bicycle/Pedestrian Railroad Overpass* **Spiral Ramp Option**	*Missoula Redevelopment Agency*	Figure 8



Scale As Labeled	HDR HDR Engineering, Inc.	*Northside Bicycle/Pedestrian Railroad Overpass* **Straight Ramp Option**	Missoula Redevelopment Agency	Figure 9



Scale
As
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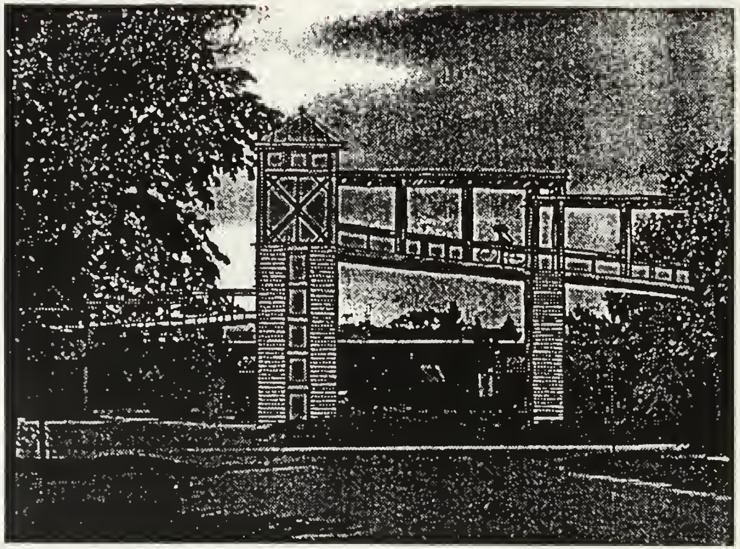
HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

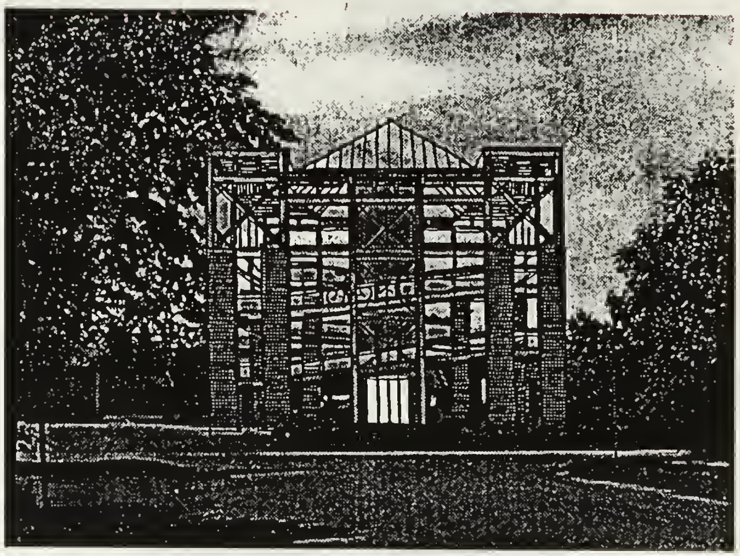
Spiral Stairway/Elevator Option

Missoula Redevelopment Agency

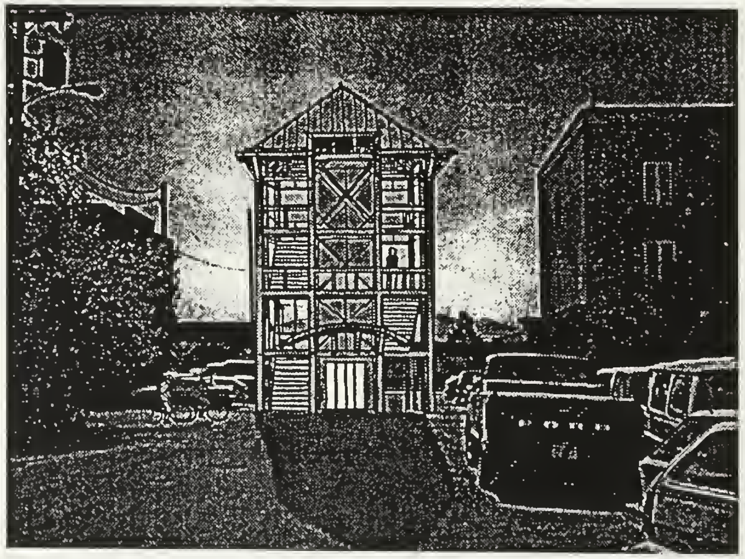
Figure 10



Straight Ramp Option at Grand Street



Spiral Ramp Option at Grand Street



Spiral Stairway/Elevator Option at Woody Street

Not
To
Scale

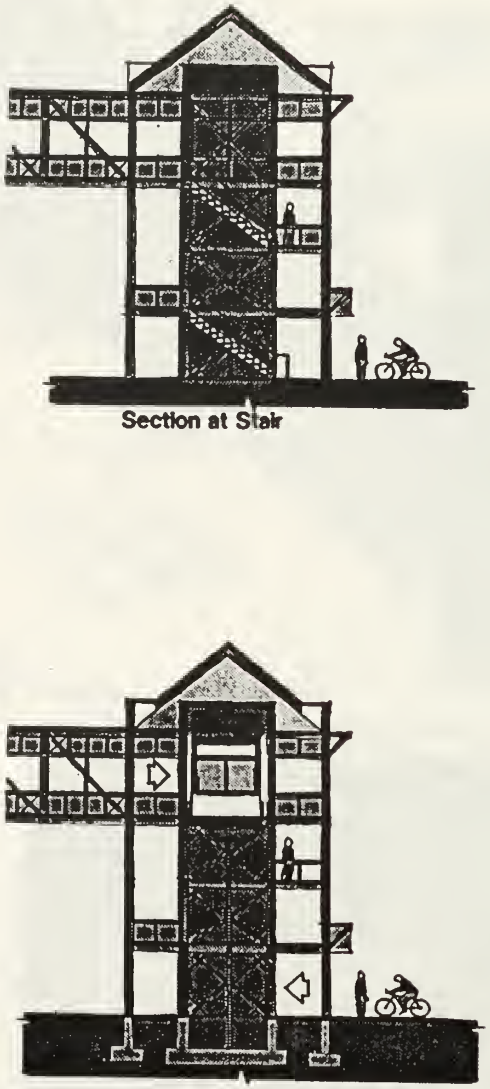
HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

Site Schematics

Missoula Redevelopment Agency

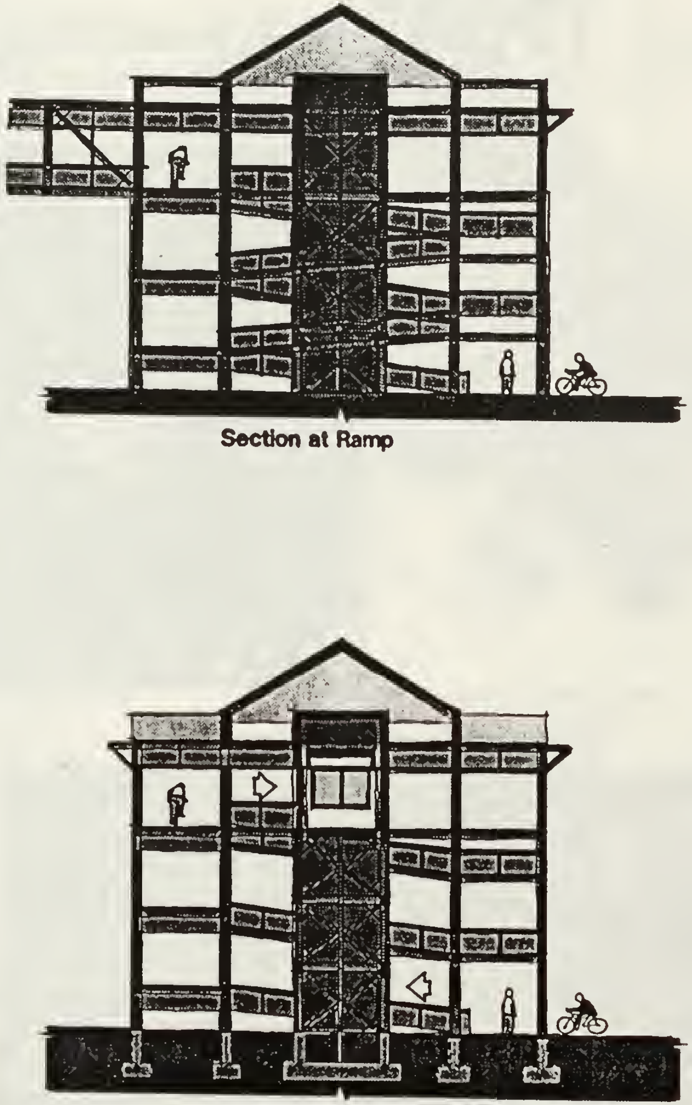
Figure 11



Section at Stair

Section at Elevator

Stairway/Elevator Option



Section at Ramp

Section at Elevator

Spiral Ramp Option

Approximate
Scale:
1m = 300m
(1" = 25')

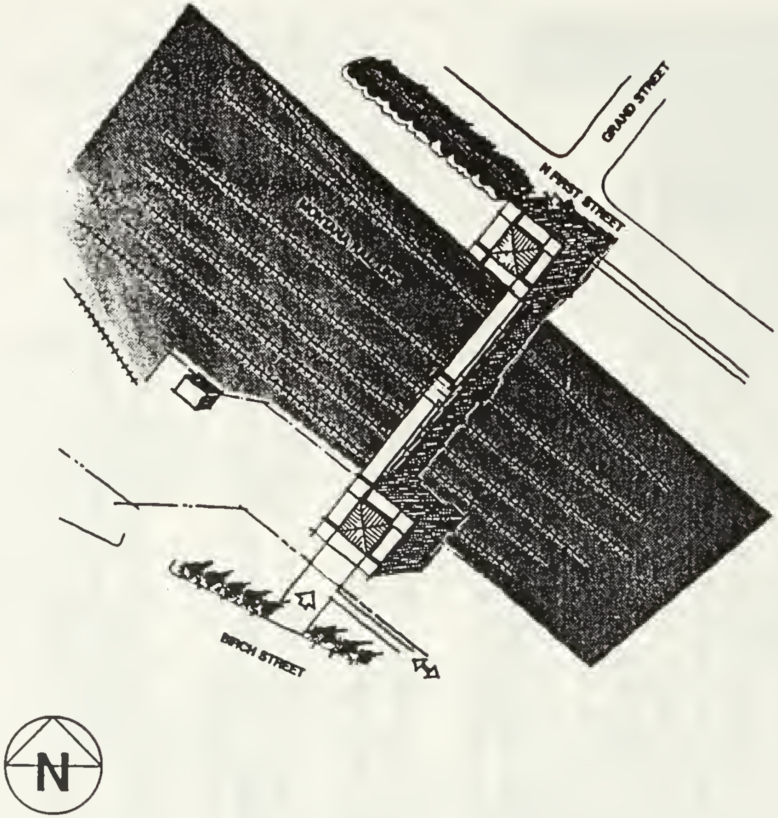
HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

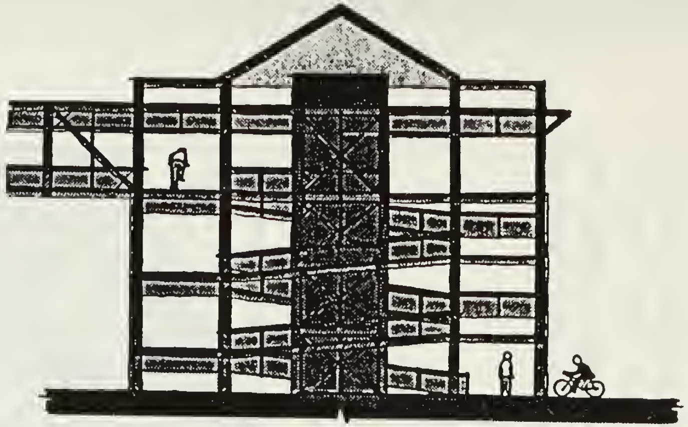
Typical Cross Sections

Missoula Redevelopment Agency

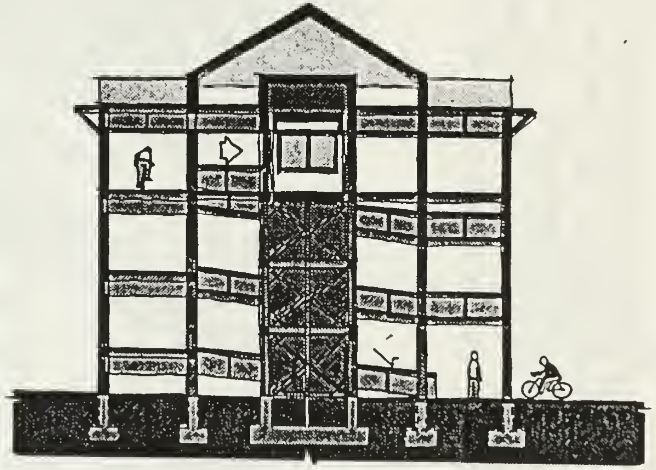
Figure 12



Scale: 1cm = 9.6 m
(5/8" = 50')



Section at Ramp
Scale: 1cm = 3m
(1" = 25')



Section at Elevator
Scale: 1cm = 3m
(1" = 25')

Scale
As
Labeled

HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

Preferred Design/Site Alternative

Missoula Redevelopment Agency

Figure 13

The following analysis is based on suggested NEPA and MEPA technical areas. Because the study area is located within an urban area, the focus of this section is on the built environment. A number of interviews were performed to obtain information used in this chapter. In addition, existing plans, historical documents, and numerous reports were also used. A list of references is provided at the end of this document.

4.1 Land Use

4.1.a Existing and Proposed Land Use

The study area is situated centrally in the City of Missoula. It is divided by the MRL tracks. North of the tracks is the Northside neighborhood, which consists primarily of modest, single family detached homes. The Missoula Comprehensive Plan (1990 Update) states that the area contains proportionately fewer multi-family units than the overall urban average.

The eastern section north of the tracks has a heavy concentration of various commercial and railroad uses. South of the tracks, the area is predominately commercial. A number of buildings and unimproved parcels (used for parking) are currently owned by MRL and leased to Sun Mountain Sports, Yellow Freight, and Nations Way Transport. Figure 14 presents a generalized land use map of the area with key commercial uses indicated.

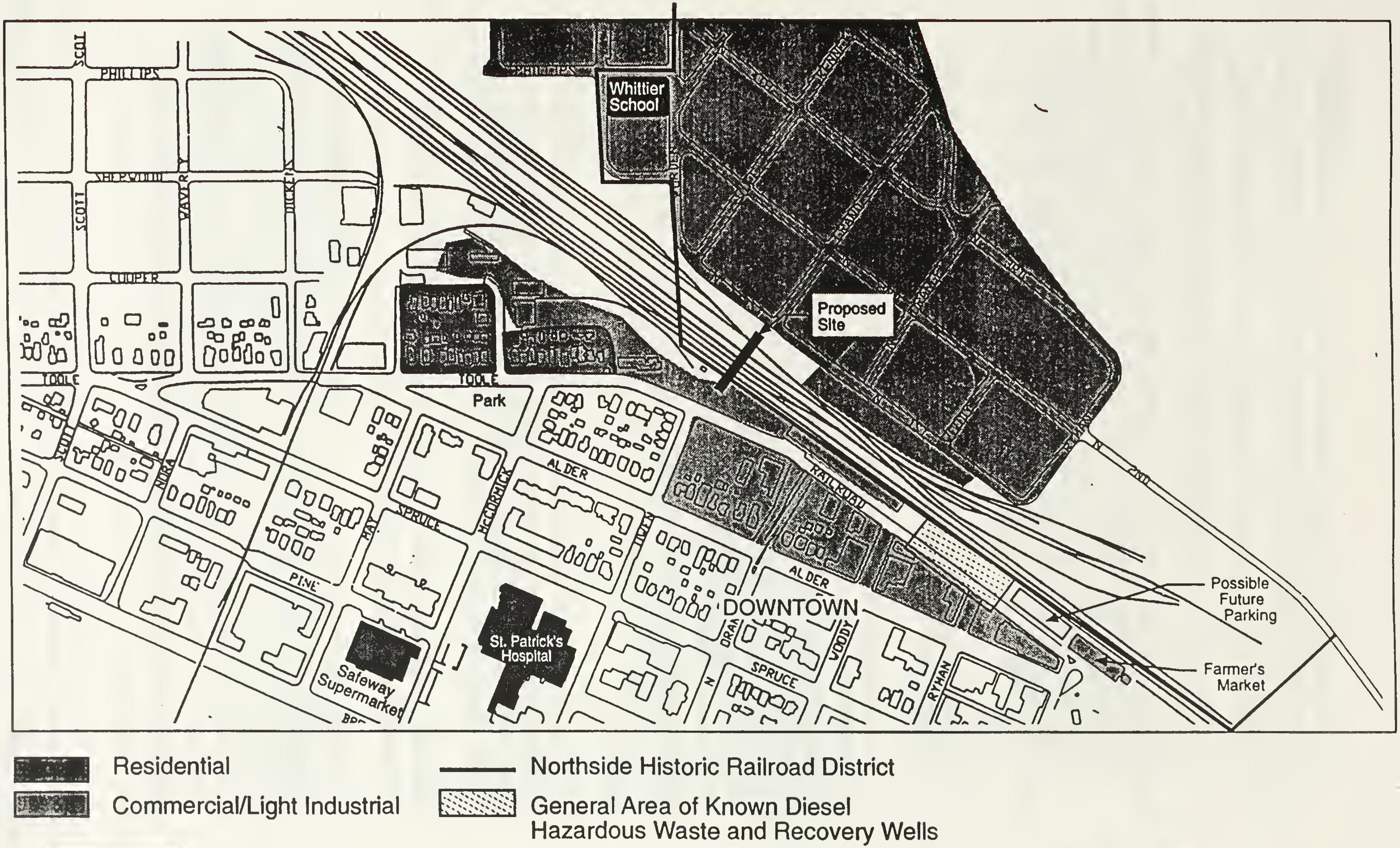
Interviews with City of Missoula Planning Office staff indicate that there are currently no known proposed commercial or community development projects in the pipeline for the general area. Review of the Missoula Comprehensive Plan and accompanying Land Use/Zoning Map indicates that this area is planned for a continued mix of residential and commercial uses.

The Northside Neighborhood Plan which is currently under development, has targeted the Northside neighborhood for revitalization.

The City of Missoula Engineering Office is currently implementing street improvements in the study area. These improvements and their status are:

- Paving and adding sidewalk and curb to the block between Woody and Ryman Streets is complete. These improvements are also planned along North First and North Second Streets.

- Shoulder has been added to North Second Street between Ryman Street and Greenough Drive. Striping will be complete in the near future. This project is intended to improve bicycle travel.



0 60.96m (200') 121.92m (400')

HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

General Land Uses and Key Facilities

Missoula Redevelopment Agency

Figure 14

- Conceptual plans are being considered to turn the area north of Railroad Street, between Nations Ways Transport and the Iron Horse Pub, into parking.

- Plans are being considered to develop a Woonerf (a Dutch traffic calming technique which converts a street into a living yard -- an area shared by both pedestrians and automobiles) for North First Street between Worden and Ryman. The plan is to extend the improvements planned for North First Street (between Ryman and Woody Streets) west to Worden Street. There is a vision to provide an open plaza along North First Street with shops and restaurants that would require slower automobile travel. These plans are in accordance with the Northside Greenway Plan which designates North First Street for pedestrian and bicycle improvements.

- The City has recently turned Railroad Street one-way between Pattee and Spruce Streets. The direction of travel is toward downtown.

A recent report in the Missoula Northsider (Northside Neighborhood Association, March 1996), indicated that the Missoula City Council is currently setting policies to help better integrate infill development in the Northside neighborhood. They are currently looking at such ideas as establishing mixed-use overlay zones to allow neighborhood businesses in residential areas; and the development of design standards to require buildings to face the street with planting strips and sidewalks. The recommendations will be incorporated into the Northside Neighborhood Plan, which is currently under development.

Impacts

The location of the **Build Alternative** is very compatible with existing land uses. The west end would tie the central Northside residential neighborhood and Head Start center at Whittier School to St. Patrick's Hospital, the Western Montana Clinic, and to the nearest large grocery store (Safeway supermarket on Broadway).

Plans for continued renovation and infill development in the area could be enhanced due to this new linkage in the area.

The **Build Alternative** will be very consistent with the planned changes along North First Street. The conversion and extension of a Woonerf between Ryman and Worden Streets would reflect the non-motorized feeling of the area.

Under the **No Build Alternative**, the existing land use environment would remain the same. There would be no physical impacts. However, this alternative would not be consistent with redevelopment plans for the Northside neighborhood.

Mitigation

The overpass will be designed with appropriate landscaping to be consistent with the improvements along North First Street and the overall revitalization efforts.

4.1.b Comprehensive and Transportation Plans

The Northside Bicycle/Pedestrian Railroad Overpass has been identified as a need in Guidelines for Creating a Non-Motorized Travel Network in the Greater Missoula Area and is also listed in the current Metropolitan Transportation Improvement Program. The plan also identifies a secondary network for non-motorized travel at Worden Street, North First Street, Railroad Street and Pattee Street. Ryman Street (on the south of the tracks) is also targeted.

Review of the City's Comprehensive Plan indicates that redevelopment and renovation in the urban core is encouraged.

Impacts

The **Build Alternative** is compatible with City Plans. Although the overpass is not specifically identified in the City's Comprehensive Plan, it's contribution to the cohesiveness of the neighborhood is compatible with the goals of the Plan. The preferred alternative is also consistent with the Non-Motorized Plan.

The **No Build Alternative** would not be consistent with the Non-Motorized Plan and its goals of developing an integrated bicycle/pedestrian network.

Mitigation

The landscaping and design of the overpass will be designed to enhance and complement the planned non-motorized travel network in the area.

4.2 Social and Economic

4.2.a Community Cohesion (including Travel Patterns and Accessibility)

The Northside neighborhood and the Northside Neighborhood Association have demonstrated their cohesiveness and commitment to their community through their continued efforts regarding bicycle and pedestrian safety, handicap and elderly accessibility, and access to employment centers.

Tracks from the MRL line separate the Northside neighborhood from the Missoula Central Business District, the University of Montana, and the west side of the City.

This separation creates access barriers for residents trying to reach destinations in Missoula, and for workers trying to reach places of employment in the Northside neighborhood.

Access to/from the Northside neighborhood is fairly limited. The Non-Motorized Plan for Missoula identifies the MRL mainline as a principal barrier between the Northside neighborhood and downtown. Vehicular access to the study area is via Greenough Drive to the east, the Orange Street Underpass in the center of the neighborhood, and Scott Street Bridge to the west. These crossings are also the only bicycle/pedestrian crossings for the neighborhood.

The Orange Street Underpass is a two-lane tunnel with a 1.524 meter (5 feet) wide walkway on either side. Bike riding is not permitted on the walkways and the narrow, fast auto lanes are suited only for experienced cyclists. In addition, the ramps on the tunnel's west side do not meet ADA accessibility standards. Individuals do not generally feel safe in the tunnel and continual maintenance is needed due to vandalism and the deteriorating structure.

The Scott Street Bridge has steep grades (7%) that are difficult for some cyclists to ascend as well as a walkway on only one side. These steep grades present a barrier for many disabled and elderly individuals.

Transit in the area is provided by the Mountain Line. Currently, only the Route 3 bus goes to the Northside, with service being provided via Orange and Scott Streets. In addition, other routes that serve the Northside are located along Spruce Street, on the south side of the tracks. Route 3 provides a loop through the Northside neighborhood into downtown Missoula. Other routes along Spruce Street serve the rest of the Missoula region.

Impacts

Review of origin/destination studies and the location of the existing housing stock has indicated that the **Build Alternative** is strategically located for Northside neighborhood residents.

This **Build Alternative** provides access via a series of ramps (1:12 maximum slope), with landings every 9.133 meters (30 feet). Discussions with ADA experts indicate that this type of ramp is by far the best for elderly and disabled individuals. The elevators coupled with the ramps, enhance the facility's ease of access.

Under the **No Build Alternative**, the Northside neighborhood would still be separated from the rest of the Missoula community. Such separation contributes to a lack of community cohesion.

Mitigation

Although it has been determined that an elevator will be included on each side of the overpass, the exact dimensions will not be determined until final design. It is critical that the elevator be large enough to accommodate all types of users, including pedestrian, elderly and disabled individuals with walkers, bicycles with trailers, and wheelchairs. In addition, design elements such as a lighted roof could serve as a landmark within the area; thus contributing to the overall identity and cohesiveness of the neighborhood.

4.2.b Parks and Recreation

Discussions with City of Missoula staff indicated that there are no current plans for park projects within the study area. The only designated park in the area, Little McCormick Park, is located at Toole Avenue and McCormick Street. It is a number of blocks away from the mainline track.

Impacts

The **Build Alternative** and the **No Build Alternative** would not impact any park or recreation facility.

Mitigation

Enhanced landscaping at each end of the overpass could provide a "passive" park for residents and visitors.

4.2.c Emergency, Social and Educational Services

Northside neighborhood children attend schools located in District 1. As such, their schools are dispersed throughout the community. Whittier School, the only school located directly within the Northside neighborhood provides Head Start programs. Children are brought to this facility by their parents.

Children from the Northside in grades Kindergarten through Fifth attend Lowell Elementary School. Bus service is available for these children, however some choose not to use this service -- they either walk, bicycle, or are brought by their parents. The school holds safety classes every year to teach children the dangers of crossing the railroad tracks. Currently, there are 176 children from the Northside neighborhood attending Lowell Elementary School.

Children from the Northside in grades Six through Eight attend Rattlesnake Middle School. Bus service is available for these children.

Teens from the Northside in grades Nine through Twelve attend Hellgate High School. Bus service is available for those that live more than three miles outside of the city limits. Therefore, it is assumed that teens from the Northside get to school by walking, bicycling or automobile.

Major medical facilities are located at St. Patrick's Hospital on Owen Street and Broadway. Medical facilities are also located in the Northside at Providence Center on North Second and Orange Streets.

Fire and police service is provided by the City of Missoula. The closest precincts are located at Pine Street and Madison (Fire Station #1) and 435 Ryman Avenue (Police Station).

Impacts

The **Build Alternative** will not impact any emergency, social or educational facility. It will, however, provide a safe and convenient path for Northside children to get to school. It will also provide a safe and efficient route for non-motorists to access the two major medical facilities in the area.

The **No Build Alternative** will not provide a safe and convenient non-motorized route between the Northside neighborhood and Downtown Missoula.

Mitigation

None required.

4.2.d Safety

Associated with limited pedestrian/bicycle access to downtown is the problem of community safety and emergency evacuation routes. At present, the Northside neighborhood lies sandwiched in a narrow band between the freeway and the railway, which are both fenced, preventing free egress from the neighborhood. Additional crossings of the railyard provides an alternative evacuation route from the neighborhood in the event of a large-scale emergency.

Also associated with safety is the ability of disabled and elderly individuals to safely get to Downtown Missoula without the use of an automobile. Neither the Scott Street Bridge or the Orange Street Underpass conforms to requirements of the ADA. Interviews with ADA experts indicated that long, straight ramps could also contribute to unsafe conditions for elderly and disabled individuals. They stressed that even though the slopes may meet ADA requirements, many individuals can not negotiate these ramps.

Another safety concern regarding long, straight ramps was expressed by the City of Missoula Police Department. Given the large number of bicyclists in the area, police are concerned with the safety of pedestrians sharing the long, sloped ramps with bicyclists.

Impacts

The safety of the **Build Alternative** is paramount to the success of the facility. If the overpass is not perceived to be safe, it will not be used. Safety impacts include: vandalism to the facility; unsafe walking and biking conditions (crime towards individuals); danger of slippage on the slick surface; and bicycle/pedestrian conflicts.

Under the **No Build Alternative**, safety features of the facility would not be an issue.

Mitigation

The best mitigation to ensure a safe facility is to design the overpass so that it will be used by the community. Use of the facility (safety in numbers) and pride of ownership (decreased vandalism) are the best weapons against crime and vandalism.

In addition, certain safety features will also contribute to a "safe" feeling while using the facility. Such features include: appropriate lighting along the ramps, the truss, and in and around the elevators; a video camera and alarm system in the elevators and on the truss; non-slip surfaces on the ramp and truss floors; a covered truss; and glass elevators and encasements.

Bicycle/pedestrian conflicts can be minimized through the design itself: a spiral ramp does not make it easy for a bicyclists to "speed" down the ramps. Other design features that will be considered include the use of a cattle-guard grate on the ramps to slow down bikers and signage reminding users of the mixed traffic on the facility.

4.2.e Socio-Economics

Missoula is Montana's third largest city with a 1990 urban population of 42,918. Located near the confluence of the Bitterroot and Clark Fork rivers, the city forms the hub of two large valleys. The Clark Fork River flows through the northern third of the city and roughly separates the Downtown area from the rest of the city. Tracks from the MRL line separate the Northside neighborhood from the Missoula Central Business District, the University of Montana, and the west side of the city.

The Northside neighborhood is one of Missoula's oldest. It developed in conjunction with the NPRR. Its population (4,839 residents, according to 1990 Census for Tract 2.01) represents a mixture of families, students, and the elderly. It has the highest concentration of aging housing stock and the lowest household incomes in the city (1990 Census).

Historically, the Northside neighborhood has been viewed as a neighborhood in decline, however recent years have shown signs of new life. Many young families have purchased homes in the neighborhood and are improving their properties. Local banks have made a commitment to lending funds for home purchase and improvement in the area.

Unfortunately, in spite of its geographic proximity to downtown, there is no easy pedestrian or bicycle access to grocery stores, entertainment, or employment. Non-motorized access is especially important for Northside residents whose economic circumstances may preclude motor vehicle ownership (1990 U.S. census data for the City of Missoula indicates that 10% of households in the City do not own motor vehicles).

The differential in per capita income (1990 Census) between the Northside and the rest of the City could also be the major factor: per capita income in the City of Missoula is $17,711 while per capita income in the Northside is $7,579. Unemployment in the neighborhood is over 12%, while the regional unemployment rate is 5.4%. Both of these comparisons reflect the large number of students, elderly and lower-income persons in the Northside neighborhood. It is therefore likely that the percentage of non-automobile owners would be higher in the Northside neighborhood than it is for the City as a whole.

Impacts

The **Build Alternative** can only result in positive benefits to the community. The **Build Alternative** will contribute to the revitalization of the neighborhood.

Pursuant to Executive Order 12898 "Federal Action to Address Environmental Justice in Minority Populations and Low-Income Population", it was determined that the **Build Alternative** will not have any adverse environmental effects on minority or low-income populations.

The **No Build Alternative** will not have any affect on the community. It would, however, continue to adversely affect the non-motorized access capabilities of the lower-income population of the Northside.

Mitigation

None required.

4.3 Air and Noise Quality

Missoula was designated non-attainment for both carbon monoxide (CO) and total suspended particulate in 1978. It was redesignated non-attainment for particulate matter (PM-10) in 1987 and continues to be in non-attainment (classified "moderate") for CO. They have not been in violation since the early-1990s.

Current noise conditions in the study area are those typically associated with a mixed use neighborhood/downtown area. In addition, typical noises associated with railyards and rail activities are also present.

Impacts

It is anticipated that the **Build Alternative** will contribute to improved air quality levels and will not effect the noise levels in the area. During construction however, non-permanent impacts are likely to occur.

Under the **No Build Alternative**, air quality levels and noise levels in the area will remain the same.

Mitigation

None required.

4.4 Hazardous Waste

There are two recorded, existing hazardous material sites in the study area. These sites are located at Railroad Street between Woody and Ryman Streets and Railroad Street and Washington Street. City and State officials are not aware of any other existing hazardous materials sites in the study area.

Both recorded sites are currently being monitored and oil recovery from groundwater is taking place via pumping. The main contaminant found in the two sites is diesel. Within these two areas are extensive piping networks linked to the central recovery building (Sites are indicated on Figure 14).

Impacts

The **Build Alternative** and the **No Build Alternative** will not disrupt any known hazardous material sites.

Mitigation

Site investigations should be conducted during the final design phase when the exact locations of the required excavation are known.

4.5 Water Quality and Hydrology

The majority of the urban area population relies upon the Missoula aquifer for water. It has been designated a sole source aquifer by the EPA. The EPA Region 8 office was contacted for their review under the provisions of the Safe Drinking Water Act, Section 1424e, Sole Source Aquifer.

Groundwater quality studies have largely revealed good quality water in the area. Potential sources of groundwater contamination include underground fuel storage tanks, storm water sumps, hazardous materials and septic tank use.

Surface water resources do not exist in the study area. There are no rivers or streams, and the area is not located within a 100-year floodplain.

Impacts

The **Build Alternative** will require drainage control which could effectively minimize impacts associated with surface water runoff and ground water seepage.

EPA's review of the **Build Alternative** did not identify any adverse impacts to the Missoula Valley Sole Source Aquifer (See *Appendix D*).

The **No Build Alternative** will not have any impacts on water quality.

Mitigation

Drainage facilities, designed of a grassy swale for disposal of storm water, will be provided in the project design to collect and appropriately discharge water. In addition, appropriate revegetation and other erosion control will be needed during and after construction.

4.6 Wetlands, Vegetation and Wildlife

The study area is located in an urbanized area of Missoula County. Field surveys and research have indicated that there are no wetlands within the study area.

Vegetation found in the study area is that typical of urban areas including grass, weeds, shrubs, and small stands of trees as well as typical urban street and residential landscaping.

Wildlife in the study area is that typically associated with urban areas, including songbirds, rodents, and small mammals. There are no threatened or endangered species in the area, however, species of limited distribution -- the Missoula phlox -- are located just north of I-90 and the study area.

Impacts

The **Build Alternative** will require the removal of a small patch of trees on the north side of the construction area. Other than this impact, there will not be any other disruption to the existing environmental features.

The **No Build Alternative** will not have any impacts on wildlife and vegetation.

Mitigation

The proposed design will provide landscaping features to the entrance areas of the facility. Where appropriate, indigenous vegetation will be used.

4.7 Visual

The study area is predominately an urban, historic district which reflects past railroad uses and activities. On the eastern end of the study area, the structural character and detailing of the facades include a red and yellow brick blend. On the western end, the homes and structures are wooden, with light hues or white paint. The area has a human scale quality with continuous structural appeal and compatibility.

Impacts

The **Build Alternative** could feasibly overwhelm the modest, historic homes and commercial buildings in the area.

The **No Build Alternative** will not have any impacts on the aesthetics of the community.

Mitigation

The facility will be designed to fit into the neighborhood and enhance the surrounding area. During detailed design, the project team will continue to meet with the community and the historic preservation commission to ensure that the overpass contributes to the overall image of the historic district and neighborhood. Such design features that can be incorporated into the overpass include: a lighted pyramid shaped roof, a brick-type facade on the structure; work by local artists; landscaping and benches; and non-obtrusive, but effective, lighting.

4.8 Historic and Archeological Resources

The majority of the study area is located within the Northside Missoula Historic District and the NPRR. This district and the railroad are on the National Register of Historic Places. The Northside Missoula Historic District includes the highest concentration of historically significant resources between the MRL railroad tracks on the south, North Sixth Street on the north, C Street on the east and Worden Street on the west. The western boundary includes the Whittier School building on the west side of Worden Street.

Worden/Owen Streets and Woody Street are the two historic grade-level vehicular and pedestrian crossings. These two crossings were closed to automobiles in 1939. They continued, however, to be heavily used pedestrian crossing points until the construction of a 12-block fence on the south side of the tracks in 1988.

Impacts

A letter from the Missoula Historic Preservation Advisory Commission (*Appendix E*), states "...preservation and revitalization cannot adequately continue, however, without the return of the ready access that once existed to downtown and the market square area. This seems a basic humanitarian necessity for Northside residents..." It is clear that the **Build Alternative** will be an added benefit to the historic district and will not represent any negative impacts.

Concerns of the Historic Preservation Commission mainly consisted of compatibility with the historic brick railroad structures at the east end of the study area. Recommendations, based on preliminary review of concept drawings, included a facility with a red/yellow brick facade and a black truss.

The State Historic Preservation Officer identified the primary impact would be to one-story hipped roofed worker's cottages that face south on the north side of Birch Street. However, the Montana SHPO (4 November 1996) and the Advisory Council on Historic Preservation (12 December 1996) all concluded that there would be No Adverse Effect to the Northside Missoula Historic District and the NPRR (See *Appendix E*).

The **No Build Alternative** would not have an impact on the historic district or railroad.

Mitigation

The facility will be designed to complement the historic nature of the area and reflect the scale of the surrounding homes. At the same time, however, modern use of lighting and steel engraving will also be used to contribute to the sense of place and identity for the neighborhood.

During final design, the project team will consult with the Montana SHPO and the Missoula Historic District Commission regarding the project alignment and design and will obtain their written concurrence with the final alignment and design.

4.9 Section 4(f)

The construction of the **Build Alternative** would result in a Section (4) impact to the Northside Missoula Historic District and the Northern Pacific Railroad grade (NPRR grade). This district and the railroad are on the National Register of Historic Places.

However, the Build Alternative is covered under FHWA's Programmatic Section 4(f) for projects with minor involvement with historic sites. This project meets the FHWA's criteria, in that:

- it is a bicycle and pedestrian facility;
- the project does not require the removal or alteration of historic structures or objects;
- the project does not require the disturbance or removal of archeological resources; and
- the SHPO and the Advisory Council on Historic Preservation have determined that the project has "no adverse effect".

The Programmatic Section 4(f) for each of the historic resources are presented in *Appendix F*.

4.10 Permits Required

The **Build Alternative** may require the following agreements and permits prior to construction:

- Construction and access permit from MRL.
- Building permit from the City of Missoula.

The **No Build Alternative** will require no permits.

4.11 Secondary and Cumulative Impacts

Under Council on Environmental Quality (CEQ) regulations, the FHWA must consider the possibility that every agency action may have secondary and cumulative impacts. Secondary impacts are those that are "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR 15008.8). Cumulative impacts are those that "result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions" (40 CFR 1508.7).

A current action that is in the foreseeable future is the construction of the Orange Street Bridge and Riverfront Access Project. This project is being sponsored by the City of Missoula and is located approximately one half mile southeast of the **Build Alternative**. This project consists of two bridges over the Clark Fork River -- a vehicular bridge and a pedestrian/bicycle bridge. An Environmental Assessment has been performed for these structures. However, due to funding constraints, the pedestrian /bicycle bridge is no longer being considered. Design of the vehicular bridge is underway. This vehicular bridge will include provisions for pedestrians and bicyclists.

The **Build Alternative** could contribute to increased economic and physical growth in the Northside neighborhood. However, this growth is compatible with the long term goals of the community and the City of Missoula. In addition, the construction of the Orange Street Bridge would contribute to the expansion of the long term use of the current bicycle network in the City of Missoula. The **Build Alternative** with the Orange Street Bridge will provide increased access for the non-motorized community.

The **No Build Alternative** would not substantially contribute to any secondary or cumulative impacts to the area.

4.12 Construction Impacts and Mitigation

The **Build Alternative** will result in construction impacts to the surrounding environment. These impacts will consist of increased noise levels and temporary air quality degradation.

Temporary emissions will be associated with construction equipment and dust from construction activities and disturbed soils on the site. However, they will not be a significant source of air pollution. During construction, equipment will not be left idling when not in use. The implementation of appropriate dust control measures, such as sweeping and watering areas where equipment operates, will effectively minimize fugitive dust emissions.

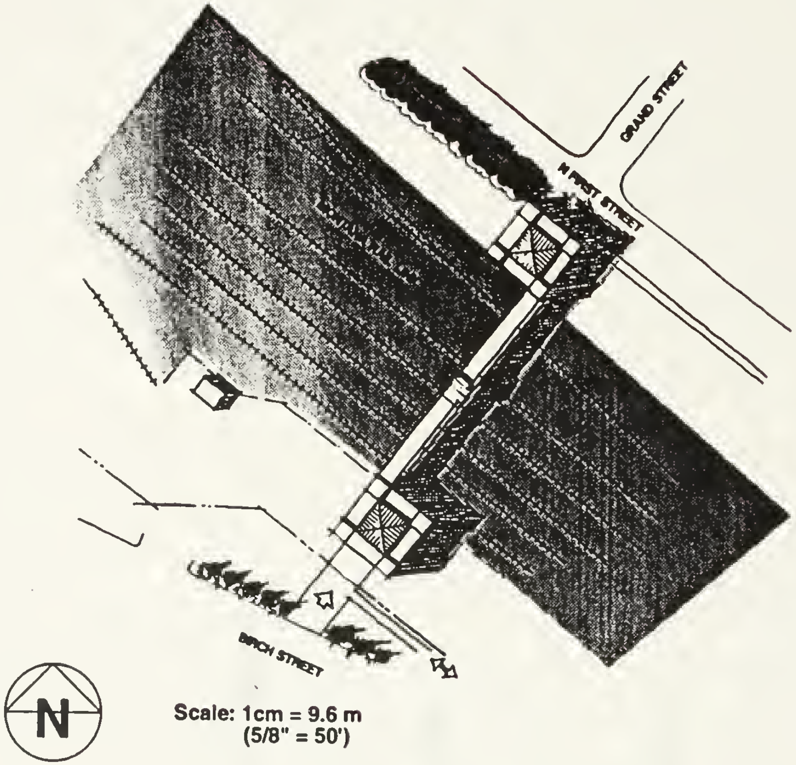
Noise levels in the project vicinity will be elevated during construction from equipment operations. Noise associated with construction activities will be regulated by the City of Missoula noise ordinance. Daytime construction hours will be enforced.

Evaluation of the preferred alternative confirms that the chosen design/site for the Northside Bicycle/Pedestrian Railroad Overpass will satisfy the purpose and need for the project as well as enhance the overall built and natural environment. Figure 15 presents the Preferred Design/Site Alternative.

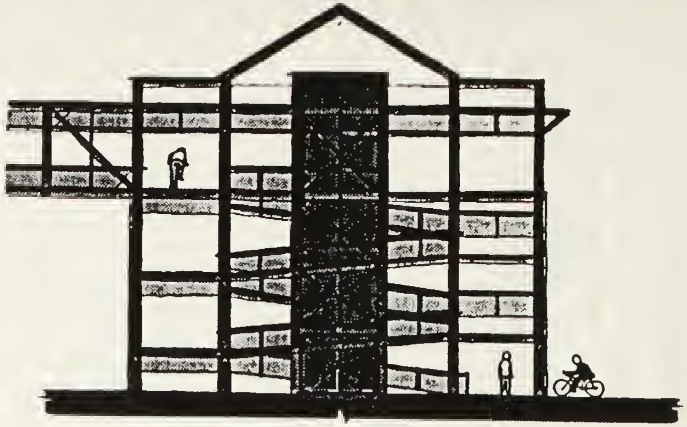
The project team therefore recommends that the proposed project be located just west of Grand Street and consist of spiral ramps and elevators. Specific design details will be determined during final design; however, the project team recommends the following mitigation measures for this proposed facility:

- Appropriate landscaping, consistent with the improvements along North First Street, to contribute to the revitalization efforts of the Northside community.
- Landscaping and design to complement the planned non-motorized travel network in the area and provide for passive park activities.
- Safety features such as appropriate lighting along the ramps, the truss, and in and around the elevators; a video camera and alarm system in the elevators and on the truss; non-slip surfaces on the ramp floors and the truss floors; a covered truss; and glass elevators and encasements.
- Ensure that the elevators chosen for the design can accommodate all types of users including bicycles with trailers, elderly and disabled individuals with walkers, and wheelchairs.
- Design features that can reduce bicycle/pedestrian conflict such as the use of a cattle-guard grate on the ramps to slow down bikers, and signage reminding users of the mixed traffic on the facility.
- Complement the historic nature of the area and reflect the scale of the surrounding homes. Modern use of lighting and steel engraving can contribute to the sense of place and identity for the neighborhood. Design features can include: a lighted pyramid shaped roof, a brick-type facade on the structure; and work by local artists.
- Utilize typical construction mitigation techniques such as: equipment will not be left idling when not in use; areas will be swept and watered to reduce fugitive dust emissions; and daytime construction hours will be enforced.
- Provide drainage facilities in the project design to collect and appropriately discharge water. In addition, appropriate revegetation and other erosion control will be needed during and after construction.

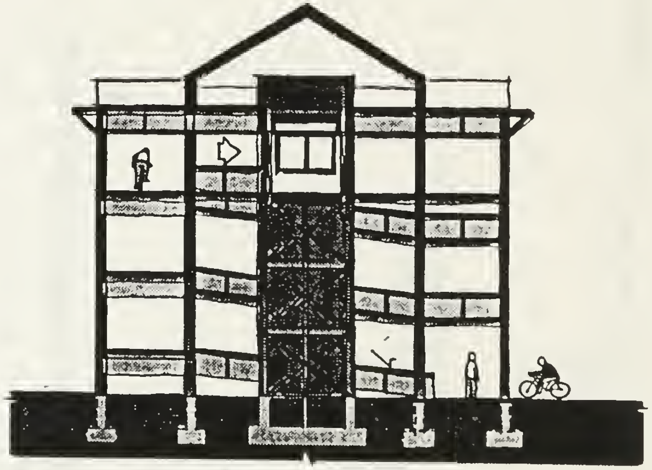
Public and agency involvement efforts will continue to ensure that the Northside Bicycle/Pedestrian Railroad Overpass is designed to enhance the neighborhood and serve as a model for similar facilities throughout the region.



Scale: 1cm = 9.6 m
(5/8" = 50')



Section at Ramp
Scale: 1cm = 3m
(1" = 25')



Section at Elevator
Scale: 1cm = 3m
(1" = 25')

Scale As Labeled

HDR Engineering, Inc.

Northside Bicycle/Pedestrian Railroad Overpass

Preferred Design/Site Alternative

Missoula Redevelopment Agency

Figure 15

Chapter 6 List of Agencies with Jurisdiction and/or Permits Required

The following list identifies those agencies with jurisdication over this project or from whom permit approval is required.

Margie Nowick
Advisory Council on Historic Preservation
12126 West Bayaud Avenue, Suite 330
Lakewood, CO 80226

Steve King, P.E.
City of Missoula
435 Ryman Street
Missoula, MT 59620

Allan Matthews
City of Missoula Historic Preservation Commission
435 Ryman Street
Missoula MT 59802

Pam Hillery
Environmental Protection Agency
Federal Building
Helena, MT 59620

Dale Paulson
Federal Highway Administration
301 S. Park
Drawer 10056
Helena, MT 59626

Kari Lee Nelson
Missoula Redevelopment Agency
123 West Spruce Street
Missoula, MT 59802

Carl Helvik
Montana Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, MT 59620

Fred Simpson
Montana Rail Link
101 International Way
Missoula, MT 59620

Herb Dawson
State Historic Architect
State Historical Preservation Office
1418 Eighth Avenue
P.O. Box 201202
Helena, MT 59620-1202

Axline, Jon. Montana Department of Transportation, Helena, MT. October and November 1996.

Beer, Margaret. Montana Natural Heritage Program, Helena, MT. November 1996.

Carlson, Jim. Missoula County Department of Environmental Health, Missoula, MT. Interview, 11 March 1996.

City of Missoula. A CMAQ Proposal for the Northside Non-Motorized Overpass and At-Grade Railroad Crossing, Missoula MT. July 1994.

City of Missoula. Guidelines for Creating a Non-Motorized Travel Network in the Greater Missoula Area. Missoula, MT. January 1994.

City of Missoula Office of Comprehensive Planning. Missoula Urban Comprehensive Plan. Missoula, MT. 1990.

Dawson, Herbert. State Historic Preservation Officer, Helena, MT. August, October and November 1996.

English, Alan. Missoula City/County Water Quality District, Missoula, MT. Interview, 12 March 1996.

Gibson, Matt. Kennedy-Jenks, Inc., Missoula, MT. Interview, 15 March 1996.

Helvik, Karl. Montana Department of Transportation, Helena, MT. October, November and December 1996.

Holden, Bob. Hellgate High School, Missoula, MT. Interview, 26 March 1996.

Islam, Sam. City of Missoula Urban Planning Office, Missoula, MT. Interview, 15 March 1996.

Jurist, Katharine. Montana Natural Heritage Program, Helena, MT. November and December 1996.

Kuhn, Jeff. State of Montana Department of Environmental Quality. Interview, 28 March 1996.

Landkammer, Mark. City of Missoula Urban Planning Office, Missoula, MT. Interview, 15 March 1996.

McDonald, Jim. James R. McDonald Architect, Missoula, MT. Interviews, April and May 1996.

Maechling, Phillip. City of Missoula Planning Office, Missoula, MT. Interview, 12 March 1996 and 30 August 1996.

Matthews, Alan. City of Missoula Historic Preservation Commission, Missoula, MT. Interviews, March, April, August and October 1996.

Meismer, Steve. City of Missoula Building Inspector, Missoula, MT. 30 August 1996.

Missoula Area Economic Development Corporation. Missoula Community Profile, Missoula, MT. December 1995.

The Missoula Northsider Newsletter,. Northside Neighborhood Association, Missoula, MT. March 1996.

Monheiser, William. Environmental Protection Agency, District 8. Denver, CO. November 1996.

Mountain Line Transit. Mountain Line Route Map and Schedule Information. Missoula, MT. 1 April 1996

Northside Access Solution Report, 3 November 1992. (Source and Author Unknown).

Northside Neighborhood Association. Railroad Crossings to Missoula's Northside 1883-1992, Missoula, MT, 1992

Nowic, Margie. Advisory Council for Historic Preservation. Denver, CO. October, November and December 1996.

Paulsen, Dale. Federal Highways Administration. Helena, MT. March and October, 1996.

Regnier, Mike. ADA Consultant to City of Missoula, Missoula, MT. June, July and August 1996.

Robert Peccia and Associates, Missoula Transportation Plan Update, Socio-Economic Information Packet. Helena, MT. 28 August 1995.

School Secretary, Hellgate High School, Missoula, MT. Interview, 26 March 1996.

Simonson, Mark. Montana Rail Link, Missoula, MT. Interview, 19 March 1996 and 14 May 1996.

Simpson, Fred. Montana Rail Link, Missoula, MT. Interview, 19 March 1996.

Tamake, Diane. Rattlesnake Middle School, Missoula, MT. Interview, 26 March 1996.

U.S. Department of Commerce. United States Census. 1990.

U.S. Department of the Interior, National Park Service. National Register of Historic Places Continuation Sheet, Northside Missoula Railroad Historic District. No Date.

Waters, Doug. City of Missoula Parks and Recreation Department, Missoula, MT. Interview, 20 March 1996.

Williams, Peggy. Lowell Elementary School, Missoula, MT. Interview, 26 March 1996.

This appendix contains a copy of the draft CMAQ Proposal (1994) that was prepared for this project.

DRAFT

A CMAQ PROPOSAL FOR

THE

NORTHSIDE NON-MOTORIZED OVERPASS AND AT-GRADE RAILROAD CROSSING

Missoula, Montana

8/2/94

July, 1994

City of Missoula, Montana

NORTHSIDE NON-MOTORIZED OVERPASS
AND AT-GRADE RAILROAD CROSSING
MISSOULA, MONTANA

I. PURPOSE

This report provides pre-program information detailing a proposed non-motorized overpass and at-grade crossing of the Montana Rail Link tracks located on the Northside of Missoula, Montana. The following information on this project meets the Congestion Mitigation and Air Quality (CMAQ) program guidance issued by the Federal Highway Administration (FHWA) on October 16, 1992 by providing the scope of work and analysis of air quality benefits.

II. BACKGROUND

Missoula was designated non-attainment for both carbon monoxide (CO) and total suspended particulate in 1978. It was redesignated non-attainment for particulate matter ten microns or less in size (PM-10) in 1987 and continues to be in non-attainment (classified 'moderate') for CO. Being the only CO non-attainment area in the state of Montana, the vast majority of CMAQ funds are being obligated in Missoula. The Northside Non-Motorized Overpass and At-Grade Rail Crossing is one project targeted for CMAQ funding.

The Northside Non-Motorized Overpass and At-Grade Rail Crossing has been identified as a need in Guidelines for Creating a Non-Motorized Travel Network in the Greater Missoula Area and is also listed in the current conforming Metropolitan Transportation Improvement Program (TIP). Support for this project comes not only from neighborhood residents, but also from the following groups and individuals:

The Missoula City Council
The Missoula Neighborhood Network
The Missoulian newspaper
The City of Missoula Bicycle/Pedestrian Advisory Board
The Honorable Mike Kadas, State Representative
The Honorable Pat Williams, U.S. Congressman
The Missoula Transportation Technical Advisory Committee
The Missoula Transportation Policy Coordinating Committee
Montana Rail Link

Upon approval, a consultant will be hired to obtain necessary environmental clearances, conduct a project communications program (including a public participation process), and design the non-motorized overpass and rail crossing. Local funds (City and Montana Rail Link) will be used to match federal funds. Construction of this project is anticipated in 1995.

III. PROJECT LOCATION AND HISTORY

Missoula is Montana's third largest city with a 1990 urban population of 57,196. Located near the confluence of the performed. It was shown that the current levels of bicycling in the City of Missoula reduce the amount of CO emissions by 263-389 kilograms daily (72,851-110,865 kilograms annually), and tailpipe PM-10 emissions from .86-1.3 kilograms daily (237-371 kilograms annually) (see Appendix 1). Bicycling represents an approximate two to three percent reduction in current daily vehicle emissions.

The reduction in vehicle miles traveled (VMT) is approximately 5,800-8,600 miles daily (1.6-2.5 million miles annually). This project could contribute an additional one percent reduction in vehicle miles traveled.

That is a probably a conservative "actual use" estimate, however, since a 1993 FHWA Case Study, The Environmental Benefits of Bicycling and Walking, states:

> "These percentages" (of current bicycle miles traveled and miles walked)"...would increase significantly under either of the scenarios we have sketched for expanding bicycling and walking transportation pursuant to the 1991 ISTEA legislation, the 1990 Clean Air Act Amendments, and to the rising sentiment in favor of reduced dependence on automobiles and a wider range of transportation choices."

The FHWA study suggests that providing bicycling and walking infrastructure could increase bicycling by a factor of 3-5, and walking by a factor of 1.5-2.5, even as passenger vehicle miles traveled increases at a rate of 1.5% per year between 1991 and 2000.

VI. CONCLUSION

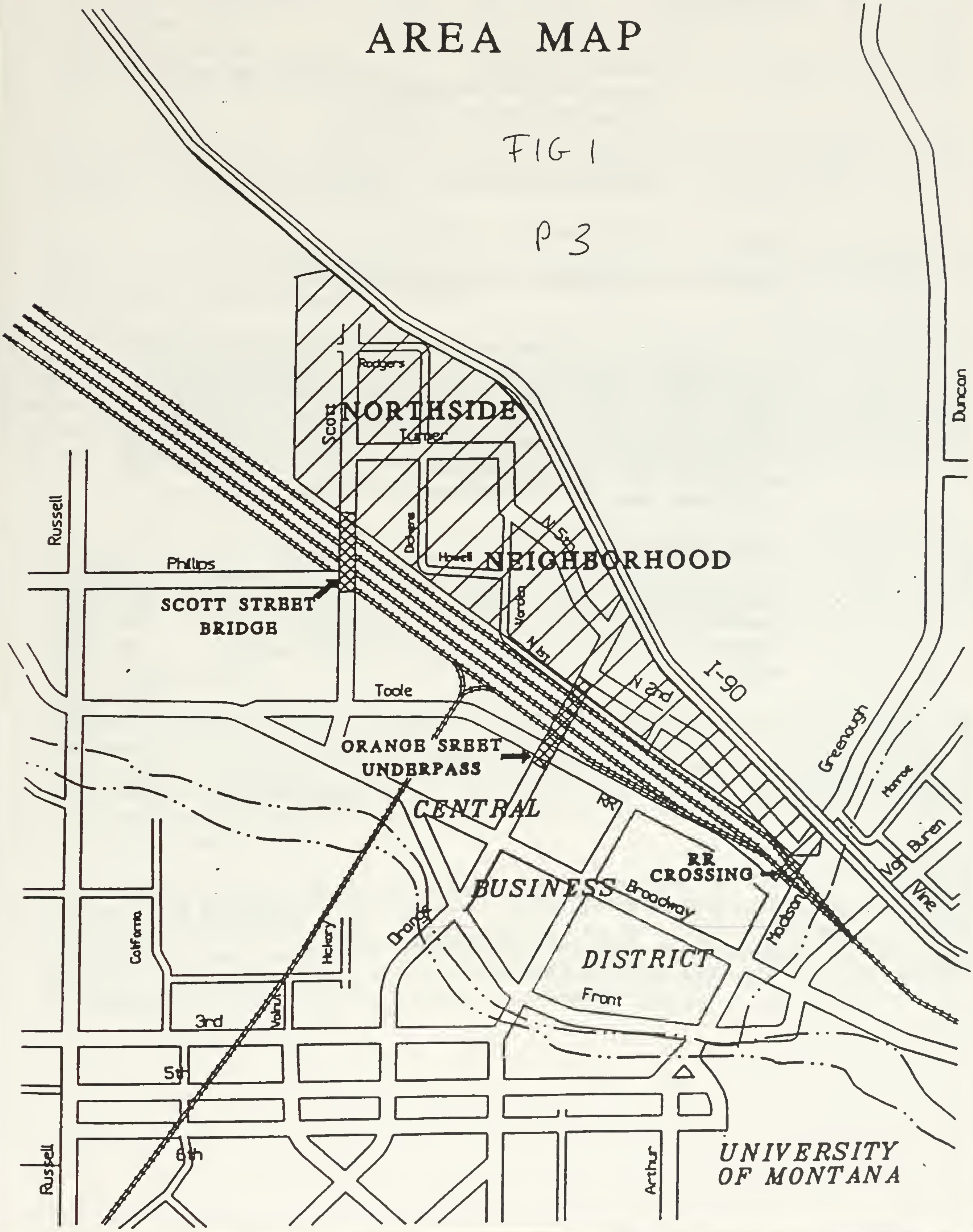
The City of Missoula recommends that it receive matching funds for the Northside Non-Motorized Overpass and At-Grade Rail Crossing through the federal Congestion Mitigation and Air Quality program. This non-motorized facility clearly exhibits air quality benefits through reductions in total VMT, which will likely reduce both CO and PM-10 emissions.

The Northside Overpass/Crossing has the potential to service large numbers of non-motorized travel movements to and from the central business district and surrounding major destinations. This crossing is an important link in an overall transportation plan to provide non-motorized access in Missoula, thereby reducing SOV dependency and its concomitant problems.

NORTHSIDE NEIGHBORHOOD AREA MAP

FIG 1

P 3



Montana Department of Transportation
Helena, Montana 59620-1001

FILE COPY

Memorandum

To: Robert Habeck
State Bicycle Pedestrian Coordinator
Urban Planning Section

From: James C. Hill, P.E.
Bridge Engineer

Date: November 15, 1993

Subject: Pedestrian Overpass-Missoula

Per your request, we have prepared the estimate below for a 1,000 foot long by 12 foot wide, pedestrian bridge over the railroad in Missoula. This estimate is based on average unit prices for a pedestrian bridge of similar construction that was built in Glendive in 1990. Also referenced was an estimate made for a pedestrian bridge understudy for a crossing over I-15 in Helena.

Cost Estimate

(Assumes a 77 ft. long spans of prestress tri deck)

Precast Tri Deck -	2000 ft x $175/ft =	350,000
Pedestrian Rail -	2000 ft x $ 50/ft =	100,000
Supports & Structures	14 @ $6000/each =	84,000
		534,000
10% Mobilization		55,000
		589,000
+10% Eng and 15% Cont.		156,000
	TOTAL COST =	$745,000

JCH:RWM:D:BR:52.yb

cc: J. T. Weaver, Missoula
Merrill Rutherford
Bridge File

FIG 2

P 5

performed. It was shown that the current levels of bicycling in the City of Missoula reduce the amount of CO emissions by 263-389 kilograms daily (72,851-110,865 kilograms annually), and tailpipe PM-10 emissions from .86-1.3 kilograms daily (237-371 kilograms annually) (see Appendix 1). Bicycling represents an approximate two to three percent reduction in current daily vehicle emissions.

The reduction in vehicle miles traveled (VMT) is approximately 5,800-8,600 miles daily (1.6-2.5 million miles annually). This project could contribute an additional one percent reduction in vehicle miles traveled.

That is a probably a conservative "actual use" estimate, however, since a 1993 FHWA Case Study, The Environmental Benefits of Bicycling and Walking, states:

> "These percentages" (of current bicycle miles traveled and miles walked)"...would increase significantly under either of the scenarios we have sketched for expanding bicycling and walking transportation pursuant to the 1991 ISTEA legislation, the 1990 Clean Air Act Amendments, and to the rising sentiment in favor of reduced dependence on automobiles and a wider range of transportation choices."

The FHWA study suggests that providing bicycling and walking infrastructure could increase bicycling by a factor of 3-5, and walking by a factor of 1.5-2.5, even as passenger vehicle miles traveled increases at a rate of 1.5% per year between 1991 and 2000.

VI. CONCLUSION

The City of Missoula recommends that it receive matching funds for the Northside Non-Motorized Overpass and At-Grade Rail Crossing through the federal Congestion Mitigation and Air Quality program. This non-motorized facility clearly exhibits air quality benefits through reductions in total VMT, which will likely reduce both CO and PM-10 emissions.

The Northside Overpass/Crossing has the potential to service large numbers of non-motorized travel movements to and from the central business district and surrounding major destinations. This crossing is an important link in an overall transportation plan to provide non-motorized access in Missoula, thereby reducing SOV dependency and its concomitant problems.

This appendix contains the following materials:

1. Listing of Project Review Team and Scoping Agencies
2. Copy of Letter Sent to Agencies During Agency Scoping
3. Flier/Survey Sent to Public and Agencies in March 1996
4. Hand-Out from First Open House
5. Meeting Summary from First Open House/Flier for Second Open House
6. Hand-Out from Second Open House
7. Meeting Summary from Second Open House
8. Flier/User Preference Survey for Third Open House
9. Hand-Out from Third Open House
10. Meeting Summary from Third Open House
11. Public Comments Received During this Study
12. Public Comments Received During the October 1996 Public Comment Period and City Council Hearing

Montana Department of Transportation
Helena, Montana 59620-1001

FILE COPY

Memorandum

To: Robert Habeck
State Bicycle Pedestrian Coordinator
Urban Planning Section

From: James C. Hill, P.E.
Bridge Engineer

Date: November 15, 1993

Subject: Pedestrian Overpass-Missoula

Per your request, we have prepared the estimate below for a 1,000 foot long by 12 foot wide, pedestrian bridge over the railroad in Missoula. This estimate is based on average unit prices for a pedestrian bridge of similar construction that was built in Glendive in 1990. Also referenced was an estimate made for a pedestrian bridge understudy for a crossing over I-15 in Helena.

Cost Estimate

(Assumes a 77 ft. long spans of prestress tri deck)

Precast Tri Deck -	2000 ft x $175/ft =	350,000
Pedestrian Rail -	2000 ft x $ 50/ft =	100,000
Supports & Structures	14 @ $6000/each =	84,000
		534,000
10% Mobilization		55,000
		589,000
+10% Eng and 15% Cont.		156,000
	TOTAL COST =	$745,000

JCH:RWM:D:BR:52.yb

FIG 2

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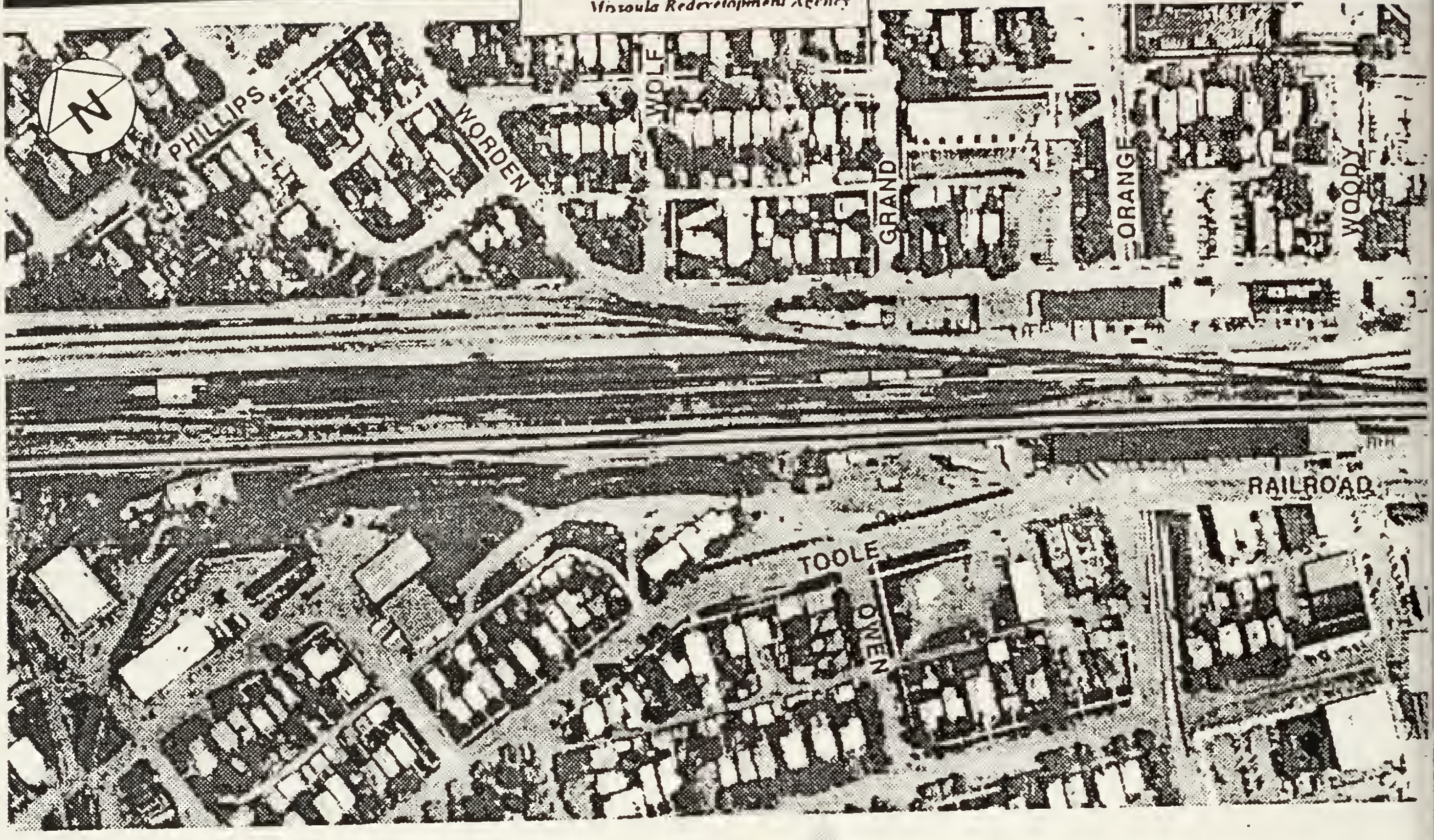
Missoula Redevelopment Agency



The Next Steps...

While we are evaluating sites, our project team will be collecting information as part of an Environmental Assessment for locating, designing and building the new overpass. As part of this environmental process, we will be working with you to better understand your needs and desires for a connection to other parts of the city. Our first open house will provide an overview of the types of studies that will be performed, the process for selecting a site, and a strategy for moving ahead towards actual design and construction.

We anticipate completing the environmental phase of the project by early summer 1996. Between now and then, we will hold two open houses and one public hearing. Neighborhood residents and other interested parties are invited to call or write to us throughout this process with your ideas, comments and questions.

For More Information...

...Please call or write to:

Kari Lei Nelson,
Redevelopment Specialist
Missoula Redevelopment Agency
123 West Spruce Street
Missoula, MT 59802
(406) 523-4664
(406) 523-4710 (fax)

OR

Craig Caprara
HDR Engineering, Inc.
3700 Russell, Suite 121
Missoula, MT 59801
(406) 543-9758
(406) 549-8131 (fax)

1. Where do you want your bicycle/pedestrian overpass?

Please indicate on the photograph where you would like to see your new neighborhood overpass....

Missoula Redevelopment Agency
123 West Spruce Street
Missoula, MT 59802

Mark Your Calendars!!

Do you want to help choose a location
for the new Northside Bicycle/Pedestrian Overpass?

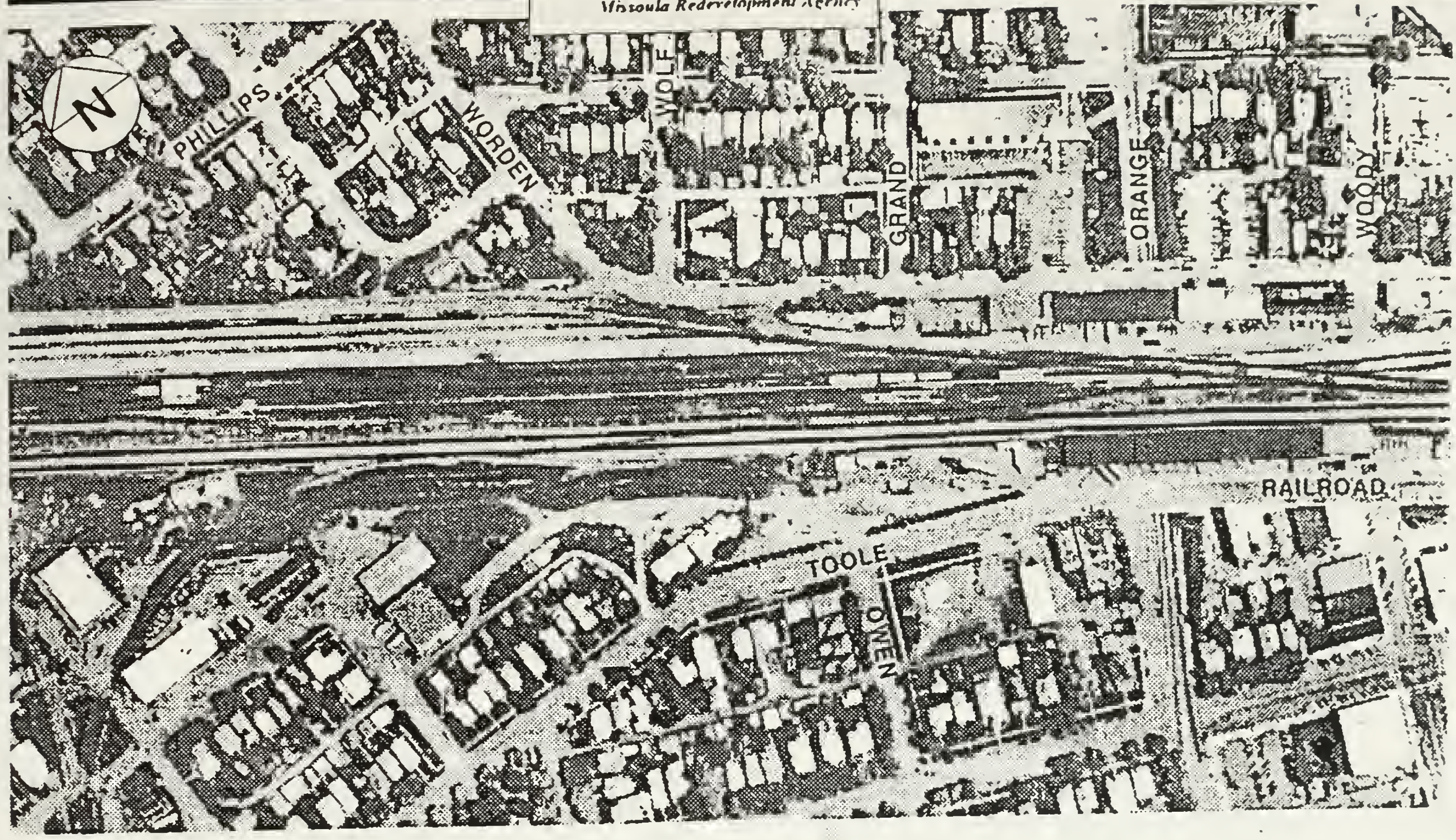
Then come to our Open House and learn more
about this project and how you can help.

Tuesday, March 19, 1996
5:00 pm - 7:00 pm
Whittier School
(located at the [illegible] Worden and Phillips)

Return Address
____
____
____

Missoula Redevelopment Agency
123 West Spruce Street
Missoula, MT 59802

Missoula Redevelopment Agency



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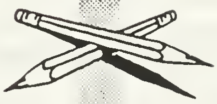

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Welcome to the Northside Bicycle/Pedestrian Overpass Open House!

This meeting is another step in collaboration between the Missoula Redevelopment Agency (MRA), the City of Missoula, Montana Rail Link (MRL)and the Northside Neighborhood Association. The project is the long-awaited bicycle/pedestrian overpass located somewhere between Washington and May Streets along the railroad tracks. This overpass will link the Northside neighborhood with the rest of the community. HDR Engineering, Inc. has been selected to work on site selection and preliminary design.

The meeting is Open House format so that you have direct access to the project team members We look forward to meeting you and working together. Our purpose here today is to hear **your** comments and questions before reviewing technical, environmental and community criteria for site evaluation

Please sign in and we will send you a summary of the meeting.

AN ASIDE.
A bit of bicycle history from Of Bicycles, Bakelites and Bulbs: Toward a Theory of Sociotechnical Change by MIT Press:

"Whereas skiing began as a way of getting about and evolved into a sport, bicycling began as a sport activity and evolved into a means of transport. Even when the rider of a high-wheeled bicycle was not actually racing, he viewed his activity primarily as an athletic pastime. It was not easy to mount the high-wheeled bicycle. One account of Franz Schroder's efforts to learn how to ride demonstrated the fundamental difference between theory and practice. By the end of the afternoon he had learned how to mount and ride in a straight line; making a curve and dismounting were not yet in his repertoire, so each little ride ended in a fall. However, after another week of trying (in which he lost two finger tips between the spokes of the front wheel), he had mastered the art of riding a high-wheeled bicycle. No wonder bicyclists wore an anxious air. "Bicyclist's face" this expression was called, and newspapers predicted a generation with hunchbacks and tortured faces as a result of the bicycle craze."

Missoula Redevelopment Agency
123 West Spruce Street
Missoula, MT 59802

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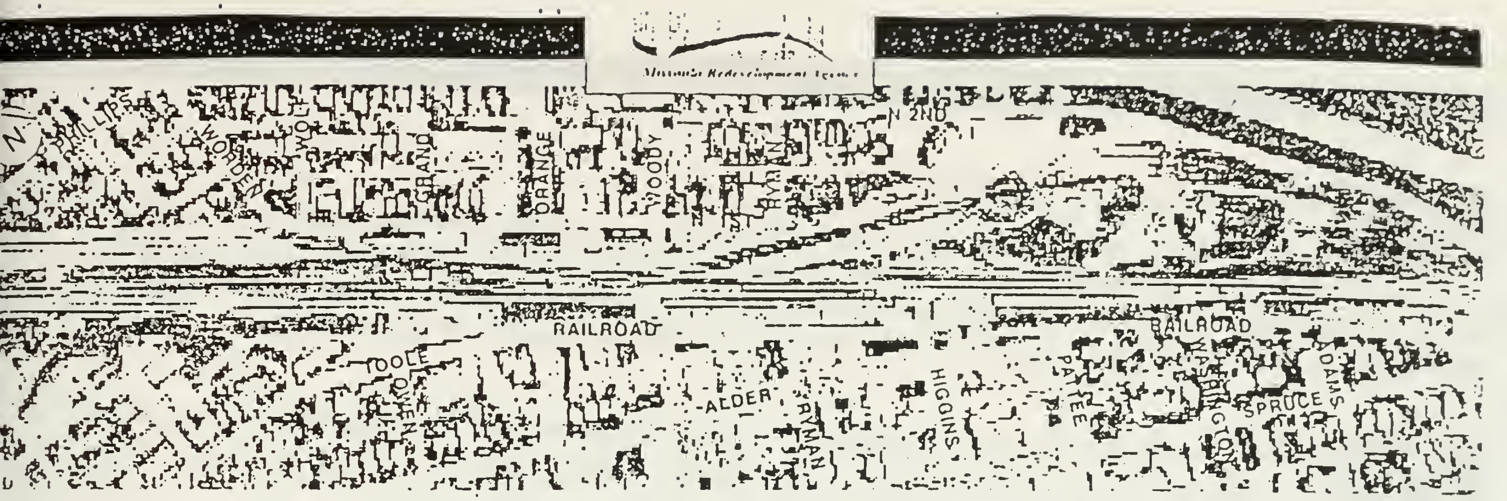

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Q&A What is the funding status?

$636,000 for construction has been designated from the federal CMAQ program. In addition, MRA and MRL have provided matching money to the sum of $80,000 each. If the second overpass is built, MRA and MRL have agreed to provide the matching funds in a similar amount. Actual project costs for the first overpass will not be determined until the siting and design are developed this spring.

Q&A What is the link to the bus route? What happens at the ends of the overpass where people go into traffic? How wide is the bridge? Wide enough for bikers and walkers and wheelchairs and skateboards? Will it be enclosed?

These concerns will be incorporated into the environmental assessment of alternatives and the subsequent design process. They represent some of the key criteria for designing the overpass to serve the specific needs of the neighborhood in terms of safety and links with transit and road systems.

Q&A Who will make the decision about siting?

Based on information received from the neighborhood, involved agencies and the City Council, as well as the technical evaluation by the consultant, the MRA Board will make a recommendation to the City Council. The site location must ultimately be approved by City Council.

Q&A What is next?

There will be a second Open House on May 7, 1996 at the Whittier School from 5:30 - 7:30 p.m. The meeting will present several overpass locations, discuss siting evaluation criteria and display sample design approaches. In July, there will be a Public Hearing for the Environmental Assessment.

Q&A Who can I contact if I have questions or comments?

Kari Lei Nelson at MRA: 523-4664 or Craig Caprara at HDR: 543-9758.

Q&A What were the findings of the questionnaire?

Prior to the Open House about 1,200 questionnaires were distributed. 37 completed questionnaires were returned to the MRA. Almost all respondents living in the Northside neighborhood, indicated that they would use the new crossing. Most crossings are now made at Orange Street (636 total/day) and Scott Street Bridge (175 total/day). About 50 at-grade crossings per day were listed and 140 crossings per day at Spruce/Madison. Most families cross by car as well as on foot and by bike. The primary purpose for crossing is work. The primary destination is downtown.

Overpass location preferences focussed in the area of Woody (8), and Wolf/Worden (13). Many of the questionnaires requested two or more overpasses. When a second bridge was mentioned, it was located in the area near Ryman Street. Several people indicated that the bulk of the population lives between Orange and Scott, so that the new overpass should be sited accordingly. Others felt that downtown access was better served by the Woody site. Several people noted related traffic concerns of stoplights, new sidewalks and congestion at Orange Street. Comments included functional as well as aesthetic concerns, such as: how will the new bridge be named; please include windbreaks; make before and after bike and pedestrian counts; anyplace is fine, just build it soon.

NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS

Agenda

5:00pm	Open House
5:15pm	Work Session • Evaluation of Sites Linda Amato, HDR Engineering, Inc. • Funding and Policy Issues Geoff Badenoch, MRA
5:45pm	Questions and Answers
7:00pm	Adjourn

Missoula Redevelopment Agency

HDR

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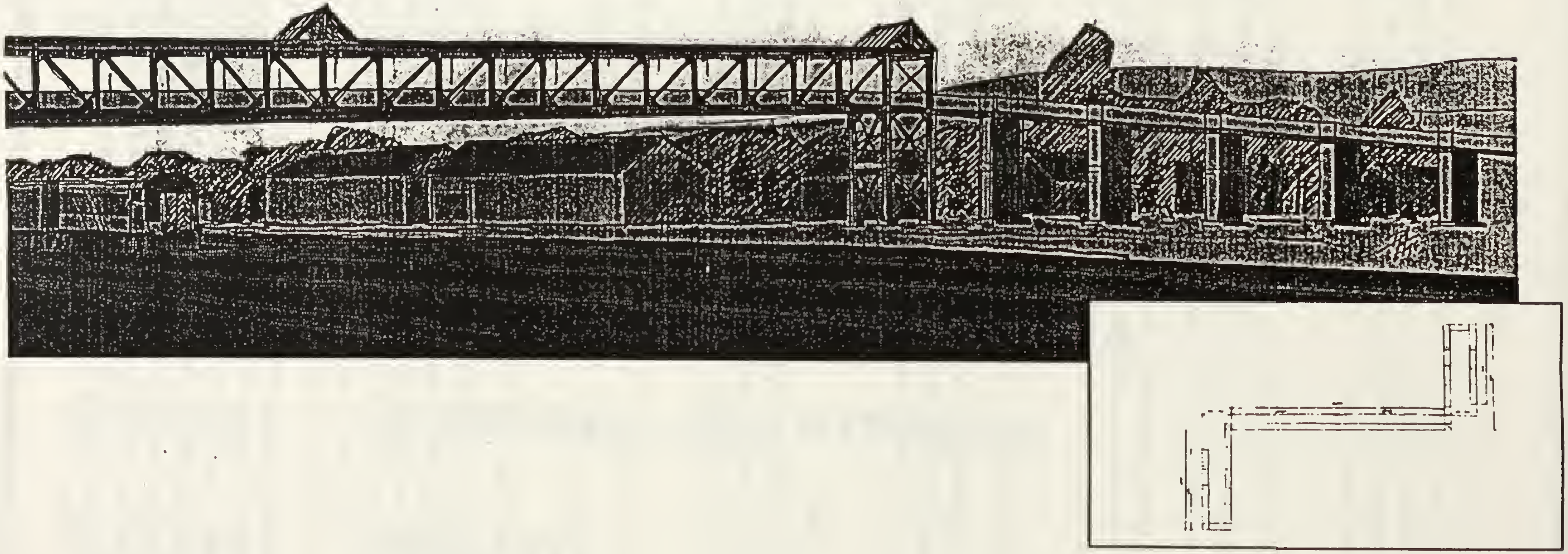
NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS



Missoula Redevelopment Agency

HDR

NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS

Agenda

5:00pm Open House

5:15pm Work Session
- Evaluation of Sites
  Linda Amato, HDR Engineering, Inc.
- Funding and Policy Issues
  Geoff Badenoch, MRA

5:45pm Questions and Answers

7:00pm Adjourn

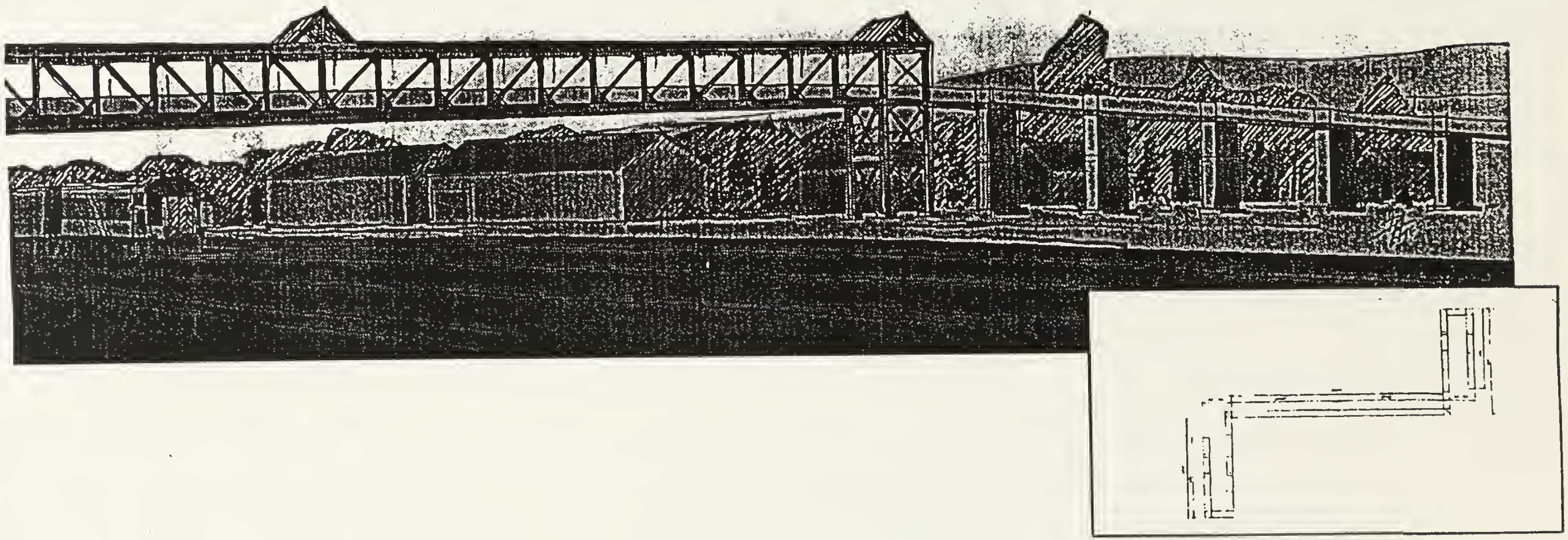
Missoula Redevelopment Agency

HDR

Next Steps...Environmental Assessment

1. Collect environmental and community information such as: land use, transportation policies and plans, location of hazardous materials sites, air quality, neighborhood travel patterns, etc.
2. Evaluate specific sites and assess the impacts/benefits of the overpass to the community and the environment
3. Develop conceptual designs for two or three specific sites
4. Compile information (from Steps 1–3) for Environmental Assesment document
5. Release Environmental Assesment for public review
6. Hold public hearing in summer 1996
7. Based on public comments and environmental findings, select a preferred alternative
8. Begin engineering design for the Northside bicycle/pedestrian railroad overpass

NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS



Missoula Redevelopment Agency

HDR

THE BARTON GROUP

Northside meeting summary

to: Attendees of Northside Overpass Worksession, 7 May 1996
from: Sarah Barton, Project Team
date: 1 June 1996
subject: Summary of 7 May Worksession

Please respond with any additions and changes so that I can modify the text before inclusion in the SEPA documents. Meeting handouts will be included in the record.

There were 20 participants at the 7 May Worksession and Open House for the Northside Bicycle/Pedestrian Overpass. The meeting was held at Whittier School from 5-7 p.m.

Linda Amato, Project Manager for HDR, presented a summary of the community preferences regarding siting and design as indicated by the recent meetings and questionnaire. The majority of citizens indicated a preference for the overpass in the Worden and Grand area. The second preference was the Woody and Ryman area. Design issues of major concern to the residents were safety features, all-weather use, multifunctional use and ADA accessibility. The neighborhood respondents also requested that the construction be completed as soon as possible.

A presentation of the key engineering considerations included:

- Location preference. The overpass must be sited so that there is adequate space for the landings on each side of the railroad tracks. Vacant land is preferable to land where purchase and demolition of a structure might be required.
- Design. The overpass is best sited where it does not need to be over 250-300 feet long to cross the tracks. This is because an overpass that is longer requires support piers. Piers pose a potential safety hazard to the railroad operations and are more complex to design, to build and to permit within railroad regulations. Overpass height of 24 feet is required. The landing designs (flat ramp versus cylindrical or spiral ramp) determine how much land is needed on each side of the tracks. Graphics for landing design alternatives were displayed. Jim McDonald also presented historic views of overpasses.
- Timing. Design and construction time is less if the free span overpass (without piers) is selected. This limits extensive railroad coordination. Earlier completion of the overpass is made possible by locating the landings on vacant land rather than taking the time to purchase and demolish structures.

Participants worked with maps and scaled templates of the overpass to identify possible single span locations (250-300 feet) across the railroad tracks. As Linda Amato pointed out, the potential sites coincided with the two community preferences for overpass locations. Based on this worksession and earlier community input, the project team will proceed with the two preferred locations and the no-build alternative as the basis of the Environmental Assessment (EA). There will be a Public Hearing for the EA this summer.

Questions and Answers from the Worksession:

Question: Will there be enough money to build the second bridge? A second bridge is still needed to provide reasonable access for the Northside.
Answer: Geoff Badenoch (MRA) an Mark Landkammer (Transportation Planner for Missoula) discussed the funding and policy issues related to CMAQ, the potential funding source for the overpasses. TPCC has recently reordered the priority for the second bridge to #6. Currently there is $27 million from CMAQ, but the project costs on the CMAQ list total over $37 million. Many projects are costing more than originally budgeted due to increased scope and cost creep in materials and construction. The City is currently looking at this concern of budget, accountability and priorities. Each project will be reviewed to re-evaluate scope and phasing. Citizen input to TTAC and TPCC was recommended. These are the committees making the decisions regarding transportation priorities. It was noted that City Council is the political body which actually authorizes funding and contracts.

Question: How much right of way is required for an elevator at the landing instead of ramps?
Answer: An elevator requires a space about 50 feet square.

Question: Is it possible to have an at-grade crossing?
Answer: This project is to site and design and build an overpass. The Northside Community has worked for several years to come to a solution for crossing the railroad tracks. At-grade crossings were considered in that process. Due to safety and liability issues, the overpasses were chosen as the crossing solution.

Question: What is the length and grade of the ramp?
Answer: The flat ramp would be about 300 feet long to have a slope of one foot rise in 12 feet of length (1:12). The spiral ramp would have a 30-foot rise with a 5-foot flat section, and then another 30-foot rise with a 5-foot flat section. This design also requires a square footprint of about 50 feet for the landing on each side.

Question: Doesn't it make more sense to locate the two overpasses and work on their environmental and design processes simultaneously?
Answer: The current contract with HDR Engineering is only for one overpass. However, due to community input and the fact that two viable overpass options have emerged from both the community and engineering screenings, a contract modification is being considered. This would allow consideration of two overpass locations within the current EA process. Some overlap of technical work is possible. Time and money might be saved in this way.

Question: How is the overpass location to be decided?
Answer: Based on site study, costs, public preference and feasibility, the consultant makes a recommendation to the MRA Board. The MRA Board then makes a recommendation to City Council. The City Council makes the final decision. The decision process will also include a Public Hearing for the EA this summer.

Missoula Redevelopment Agency

Northside Bicycle/Pedestrian Railroad Overpass

You are invited to Attend a Third Open House/Workshop!

Whittier School 7:00 - 8:30 pm
August 20, 1996

You are invited to attend a workshop on August 20 to examine different functional solutions for getting up and down and over the Montana Rail Link tracks. Design options include ramps, stairs and elevators. This meeting will present information about options, their relative costs, scale and schedule. We are asking potential users of the overpass to discuss their ideas and preferences regarding function, aesthetics and safety. Come to the meeting on August 20 and explore the alternatives and make your preference known.

Please take the time to fill in the brief survey below and return to MRA (just fold this page so that the address below is showing, staple, stamp and mail!) by August 19, so that we can include your input even if you are not available on the 20th. If you have further questions, call Kari Lei Nelson at MRA, 523-4664 or Craig Caprara at HDR Engineering, 543-9758.

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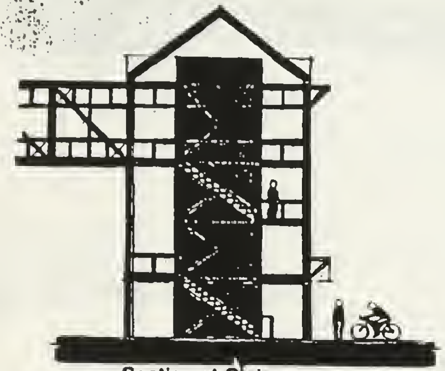
NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS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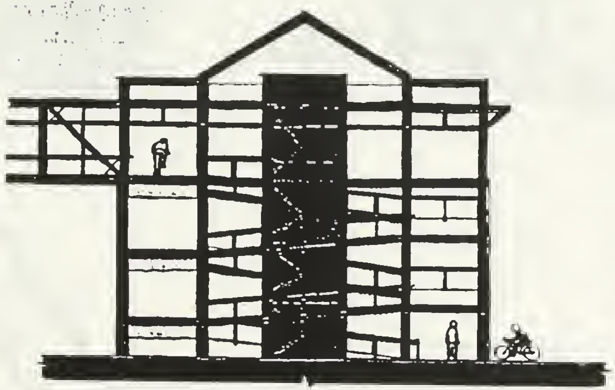
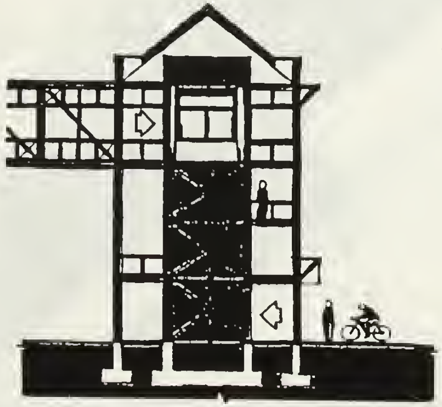
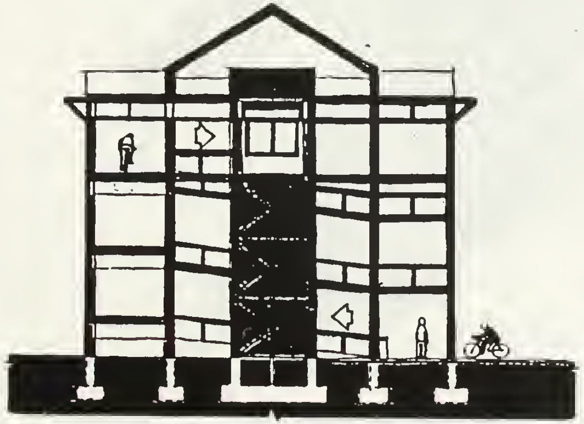

Section at Ramp
Scale: 1/8" = 1'-0"


Section at Elevator
Scale: 1/8" = 1'-0"


Section at Elevator
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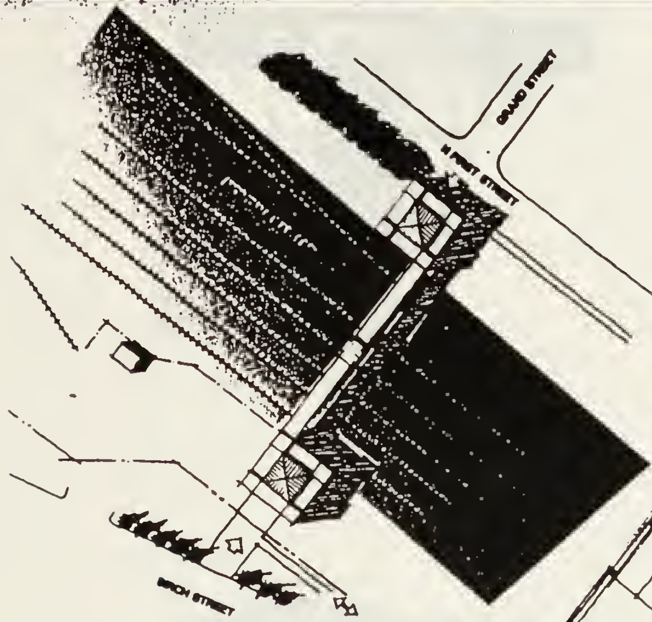
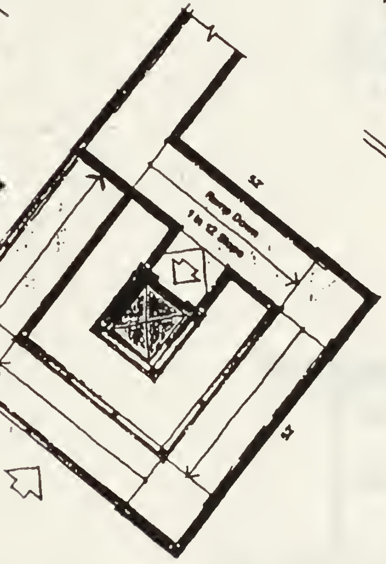
SPIRAL/ STAIR OPTION

SPIRAL RAMP OPTION

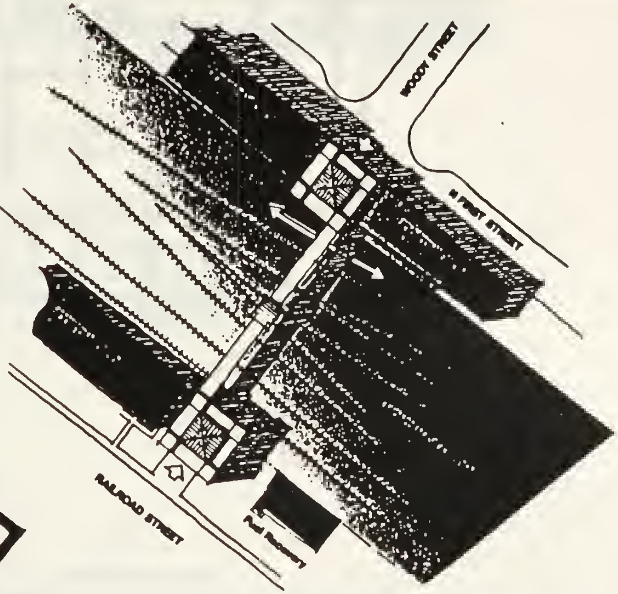
NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS



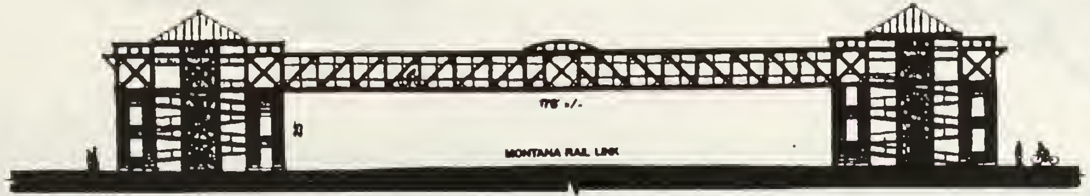
SITE PLAN: at GRAND STREET
Scale: 1" = 40'



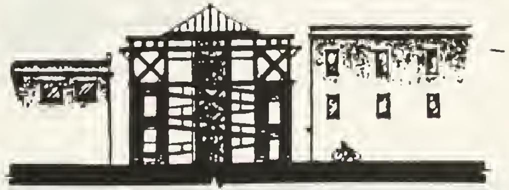
ENLARGED PLAN:
at Bridge Level
Scale: 1/8" = 1'-0"



SITE PLAN: at WOODY STREET
Scale: 1" = 40'



LONGITUDINAL ELEVATION
Scale: 1/16" = 1'-0"



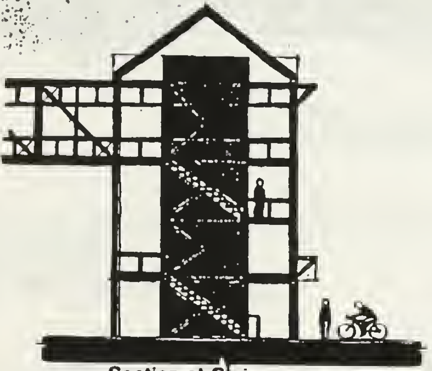
ELEVATION: at WOODY STREET
Scale: 1/16" = 1'-0"

SPIRAL RAMP

Missoula Redevelopment Agency

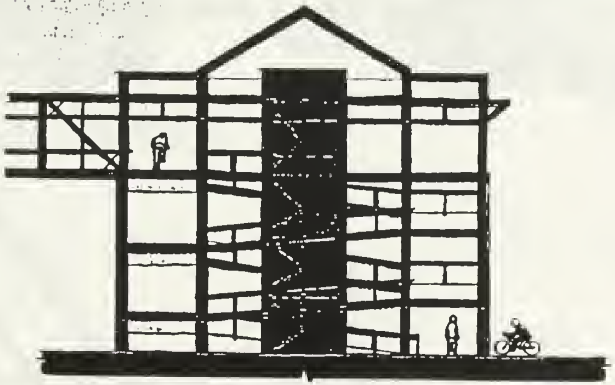
HDR

NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS



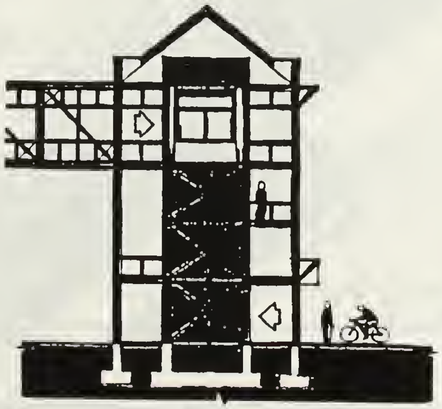
Section at Stair

Scale: 1/8" = 1'-0"



Section at Ramp

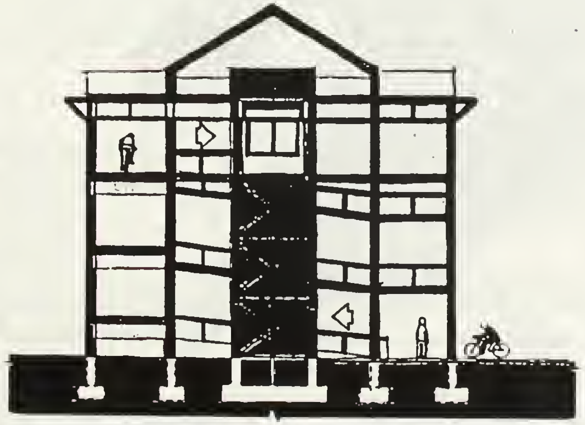
Scale: 1/8" = 1'-0"



Section at Elevator

Scale: 1/8" = 1'-0"

SPIRAL/ STAIR OPTION

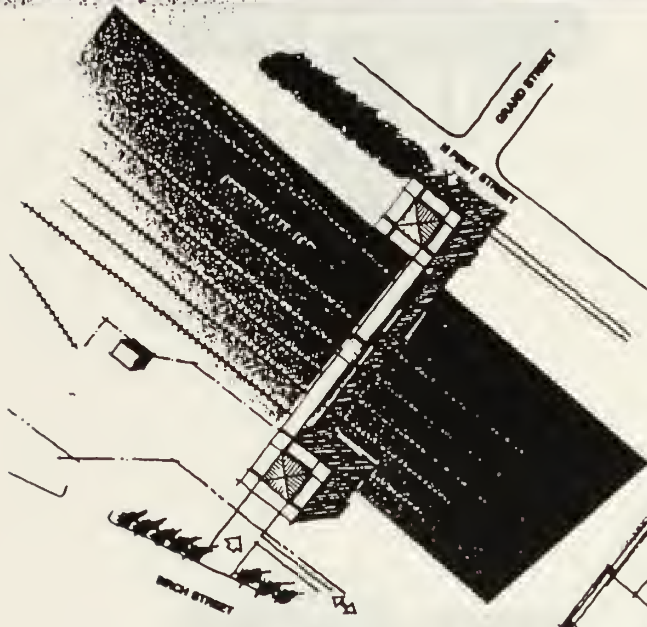


Section at Elevator

Scale: 1/8" = 1'-0"

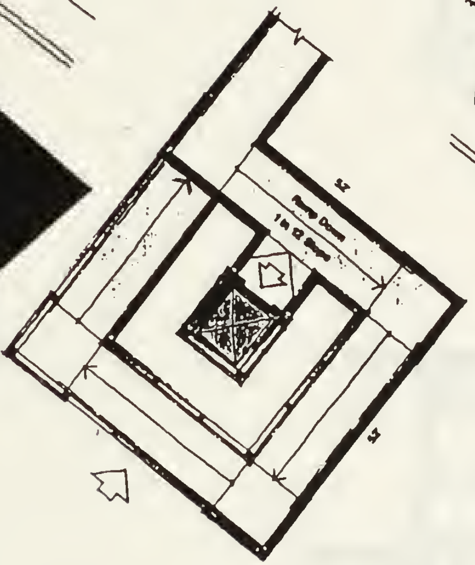
SPIRAL RAMP OPTION

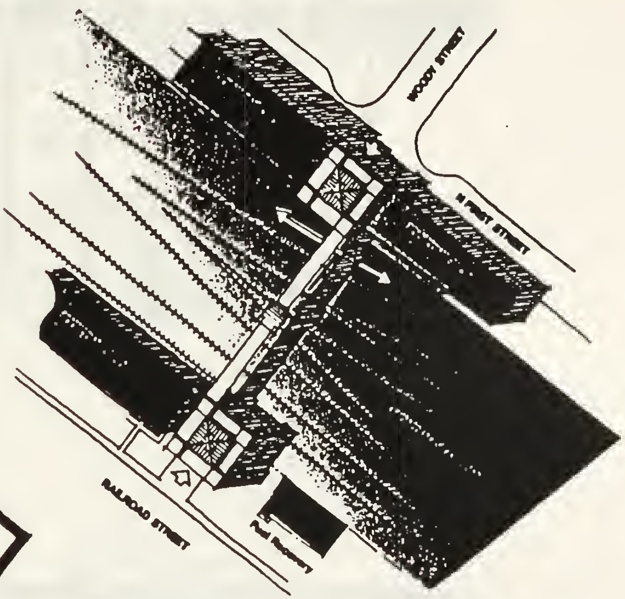
NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS



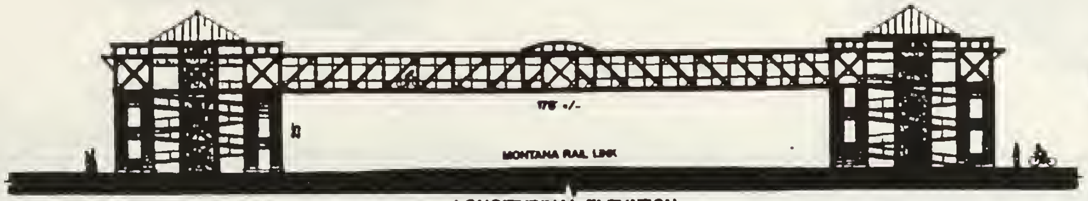
SITE PLAN: at GRAND STREET
Scale: 1" : 40'

ENLARGED PLAN:
at Bridge Level
Scale: 1/8" = 1'-0"

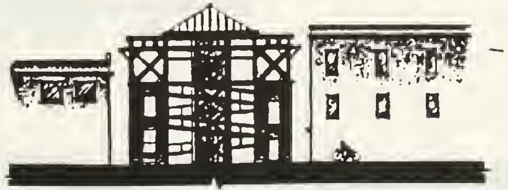




SITE PLAN: at WOODY STREET
Scale: 1" : 40'



LONGITUDINAL ELEVATION
Scale: 1/16" : 1'-0"



ELEVATION: at WOODY STREET
Scale: 1/16" : 1'-0"

SPIRAL RAMP

Missoula Redevelopment Agency

HDR

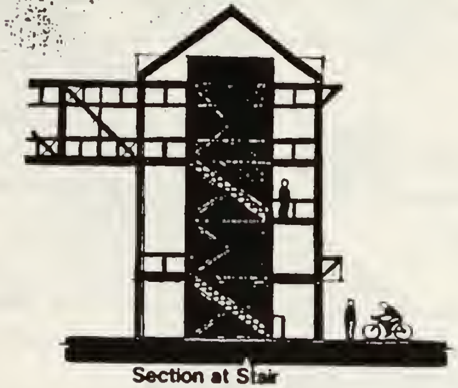
Missoula Redevelopment Agency

Northside Bicycle/Pedestrian Railroad Overpass

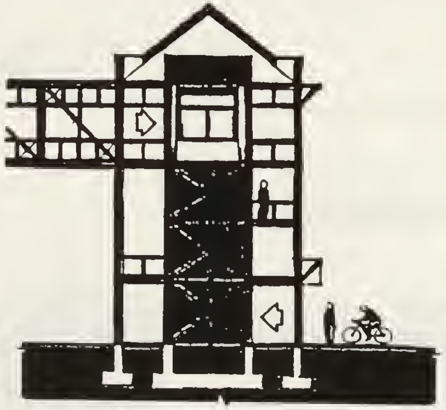
Design Features and Details

Straight Ramp	300 feet in length 12 feet wide 1':12" slope Flat platform every 30 feet
Spiral Ramp	Total length of all ramps: 300 feet 12 feet wide 1':12' slope Flat platform every 30 feet (at turn)
Stairway	5 flights of stairs 6 feet wide 10-12 steps per flight
Large Elevator	8 feet by 10 feet (80 square feet) Door on opposite sides Glass encasement (except for doors)
Small Elevator	6 feet by 7 feet (42 square feet) Door on opposite sides Glass encasement (except for doors)

NORTHSIDE PEDESTRIAN/BICYCLE RAILROAD OVERPASS

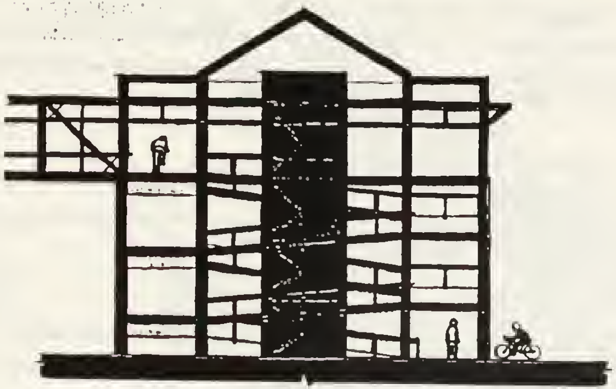


Section at Stair
Scale: 1/8" = 1'-0"

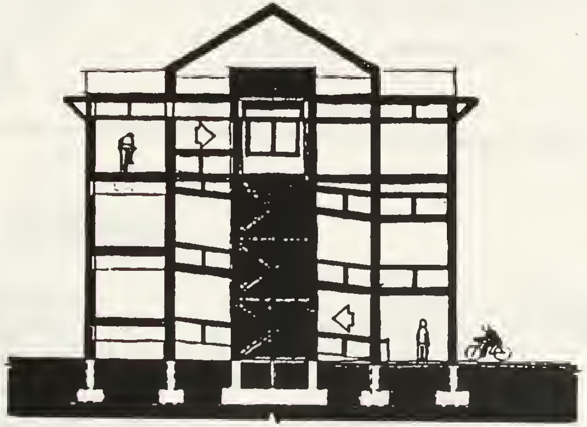


Section at Elevator
Scale: 1/8" = 1'-0"

SPIRAL/ STAIR OPTION



Section at Ramp
Scale: 1/8" = 1'-0"



Section at Elevator
Scale: 1/8" = 1'-0"

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Missoula Redevelopment Agency

HDR

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Missoula Redevelopment Agency

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What is Included in a Design and Construction Cost Estimate?

Construction Costs	Steel Truss Decking for Floor and Roof System Concrete for Foundation/Floor Structural Steel Framing/Bearings Architectural Glazing/Screen Handrails/Railings Painting Electrical Site Preparation Work
Elevator Costs	Custom Glass Elevator Mechanical Equipment Structure/Support
Utility Relocation	
Engineering Design	
Mobilization and Contingencies	Percentage of Construction Amount

Overpass user preferences: survey/meeting

NORTHSIDE OVERPASS WORKSHOP PREFERENCE TALLY (from August 20)

22 Preference Sheets returned by participants. **Tally shown in boldface.**

LOCATION: Grand area **13 for Grand and far west as possible** Woody **6** (BOTH) 4

LOCATION COMMENTS:

- **Grand location is better because majority of people live west of Grand and Woody.**
- **Most residents live west of the Orange St. Underpass. Worden Avenue is halfway between.**
- **Location should consider ease of frequent patrolling by police.**

DESIGN:

Straight ramp without Elevator	**0**
Spiral Ramp without Elevator	**1**
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Straight Ramp with Small Elevator	**2**
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None of the above	**See comments**

DESIGN/FUNCTIONAL COMMENTS:

- **Stairs and elevator combination is best because elevator can carry any vehicle or person which can't negotiate the stairs.**
- **Straight ramp would connect Worden Street which is a main link.**
- **Elevator would help those going from Providence Center Hospital to St. Pat's.**
- **Hybrid: straight ramp on northside with spiral ramp on southside. Switchbacks.**
- **Elevator must fit 2 wheelchairs.**
- **Make sure the city maintains the elevator in a safe condition. Regular maintenance and video surveillance are needed. Safety is number one concern. (Many comments.) Elevator is not a safe structure in a suburban setting with low volumes of bike/ped traffic at night. Keep structure open or glassed. People need to feel and be safe and not enclosed.**
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- **Longterm cost of elevator maintenance should be considered.**
- **Two-way movable walkways would be beneficial.**

AESTHETIC COMMENTS:

- **Extensive lighting that does not spill over into neighborhood, lighted roof, plenty of pay phones, glassed-in elevator will all give greater security.**
- **How about circular towers?**
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- **Add art. (Multiple comments.) Stained glass, mosaic. Add espresso cart, railroad exhibit, trails map on bridge.**

Overpass user preferences: survey/meeting

About 350 User Preference Surveys were hand-carried to the Northside neighborhood in early August. Stacks left at local bike shops. 18 Surveys were returned to MRA by 20 August 1996. **Tally shown in boldface.**

USER PREFERENCE SURVEY - NORTHSIDE OVERPASS

1. Current engineering studies and neighborhood polling indicate preferred locations for the new overpass/es near Grand and Woody. GRAND **7** WOODY **6**

2. As a biker, would you use the overpass:

A. if the facility had an elevator and stairs? (*circle one*) YES **11** NO **6**

If yes, which would you use? ELEVATOR **8** STAIRS **3**

Why? **stairs are good exercise; prefer ramp; don't like closed space with strangers; elevator convenient; elevator is faster and less trouble; couldn't carry bike upstairs; stairs save energy; elevator for when I feel lazy; not crazy about taking bike on elevator; ramps work better for bikes; if no ramp, have to take elevator to transport my child on back of bike; if no ramp, I'd use Orange St.; too many stairs to climb; elevator is safer in the winter.**

Which would you ask your children to use?

ELEVATOR **4** STAIRS **5** (NEITHER) **1**

Why?**elevator safer in winter; no kids; elevator is unnecessary; stairs are safer; no place to go if someone threatens; elevator good for disabled; kids would prefer the elevator and could not carry bikes; neither elevator or stairs is good for kids; stairs are better so that kids are not raised fat and lazy.**

B. if the facility had a ramp and elevator? YES **16** NO **1**

If yes, which would you use? RAMP **13** ELEVATOR **3**

Why? **ramps are more fun; elevators not good due to safety issue; don't like closed space of elevator; it is easy to pedal a bike on a ramp; would take a ramp unless the elevator was glass and could see problems in advance; elevator might not work, so ramp is better than stairs as backup; easy to walk up ramp; ramp saves energy and gives you exercise; ramp is more environmentally friendly; ramps are safer and better for bikes; ramps are good so I don't need to get off the bike; elevator better for bike/ped conflicts; elevator better because of lack of control going down and cornering; elevator better because ramps mean walking long distance in the cold.**

Which would you ask your children to use?

RAMP **10** ELEVATOR **3**

Why? **elevators not as safe; no children; ramp better exercise and saves energy; ramps are better because elevators misfunction and get stuck; elevator only better if the inside is visible from the outside.**

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Missoula Redevelopment Agency

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1026 Kennett
Missoula, Mt. 59802
May 5, 1996

Mr. Geoff Badenoch
Missoula Redevelopment Agency
123 West Spruce St.
Missoula, Mt. 59802-4203

Dear Geoff,

I am writing on behalf of the Northside Neighborhood Association (NNA). We wish to express concern about the MRA's handling of information for the engineering open houses now being conducted to involve the public in locating bridge sites for the Northside Access Project. Ward Two Council Person, Linda Tracy, earlier contacted Missoula's Chief Administrative Officer, Janet Stevens, and MRA's Kari Nelson to detail the Neighborhood's dissatisfaction with the flier for the first open house. The text of this first announcement indicated that the public's involvement was sought to locate the (single) pedestrian overpass location somewhere between Washington and May Streets.

Of course, it has been long standing city policy to construct two overpasses to the Northside and I believe that you, Geoff, drafted the language that formalized this in City Council Resolution #5662. I spoke with Sarah Barton who is the consultant with HDR Engineering for the public outreach on this project shortly before the March 19, 1996 meeting. She informed me that MRA had advised her that the second bridge was still a marginal project that lacked a local funding match and was therefore not included as a factor of consideration in siting the first bridge. Geoff, as you are well aware, MRL offered match for both bridges in a letter to you on June 19, 1995. The MRA Board of Directors formalized their commitment to a similar match share for both bridges in August of 1995. In your letter of 8/11/95 to Mayor Kemmis and the Missoula City Council in which you detail this policy, you also state: "The projects will generally be sited between Worden and North Ryman Streets, but specific sites for the two above grade crossings will be determined during the preliminary design engineering phase of the projects".

In the April 16, 1996 meeting of the Transportation Policy Coordinating Committee (TPCC) the second Northside bridge was elevated in ranking on the CMAQ project list to #6 - just after the fifth ranked "West" Northside bridge. Kari Nelson from MRA was in attendance at this meeting. I attended, the following day, April 17, MRA's monthly board meeting. At that time you indicated that you would approach

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Janet Stevens, CAO
Linda Tracy, City
Jim McGrath, City
MRA Board of Directors
NNA Board of Directors
Fred Simpson, MRL
Allen Mathews, City
Chris Siegler, SPH
✓ Craig Caprara, HDR

pc.:

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Attn: Cindy
Office of Planning and Grant:
435 Ryman
Missoula, MT 59802-4292

Re: Northside Bike/Ped (West)

In hearing of your plans for Bike/Ped Bridge, which is greatly needed, I have been informed of your plans to install elevators on each side. My personal opinion and concerns as a handicapped person, along with others are as follows:

- -Security
- -Acess (key cards of keys)
- -Graffitti
- -Sanitation (outhouses)
- -Emergency services
- -Maintenance (long term cost)
- -Camping spots (for transients and kids).

Most people I have personally spoken with would prefer switchback ramping, if at all possible according to ADA acceptance. Wouldn't it be more acceptable to all people who are concerned, and more cost effective?

I welcome any comments on both the Pro's and Con's.

Thank You,

Ralph A Frisbey Jr

Ralph Frisbey

RECEIVED DEC 04 1996

Attn: Cindy
Office of Planning and Grants
435 Ryman
Missoula, MT 59802-4292

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RECEIVED DEC 04 1996

JOURNAL OF PROCEEDINGS
MISSOULA CITY COUNCIL
OCTOBER 28, 1996

CALL TO ORDER AND ROLL CALL

The meeting of the Missoula City Council was called to order by Mayor Kadas at 7:00 P.M. in the Council Chambers, 435 Ryman Street. Present were Alderwomen Crowley, Herbig and Tracy and Aldermen Anderson, Harrison, McGrath, Morgan, Reidy and Sweet. Alderwoman Gingerelli and Aldermen Bennett and Sponseller were absent. Also present were City Attorney Nugent and City Clerk Rahbein. Administrative Officer Stevens and Finance Director Mason were absent.

APPROVAL OF MINUTES

Minutes of the abbreviated meeting of October 21, 1996 will be approved next week.

SCHEDULE COMMITTEE MINUTES

The following meetings were announced:

Administration and Finance	Wed., October 30, at 3:15 PM
Plat, Annexation & Zoning	Wed., October 30, at 11:00 AM
Public Works Committee	
Public Safety & Health	Wed., October 30, at 2:00 PM
Appointments Committee	Tues., October 29, at 2:30 PM
Cable TV	No Meeting
Committee of the Whole	Wed., October 30, at 4:00 PM
Conservation	Wed., October 30, at 10:00 AM
Subcommittee on Citizen Boards Review	SUSPENDED
Subcommittee on Affordable Housing	Tues., October 29, at 3:30 PM

FINAL CONSIDERATION

Held in Plat, Annexation and Zoning Committee:

Zoning of 60-acre meadow along Rattlesnake Drive.
Annexation of Upper Rattlesnake Valley land.
Zoning of Eastern School lands in the Rattlesnake.
Zoning of Western School lands in the Rattlesnake.

Tabled in Plat, Annexation and Zoning Committee:

(University of Montana), commonly known as the Divot Development land "The Greens." Up for consideration is interim P-I zoning (Open Space District) for the entire 83 acres which is now unzoned land in the City.

A City of Missoula request to consider interim amendments to the Fort Missoula Historic District Overlay which applies to land contained within the Historic District nominated to the National Register of Historic Places. The proposed amendments up for consideration include elimination of the list of additionally permitted uses, establishing a building setback from the Bitterroot River, establishing a maximum building height, and extending the demolition timeline of designated cultural resources.

Held in Public Safety & Health Committee:

Ordinance amending Title 6, Chapter 6.08 entitled "Dogs & Pet Shops" to regulate City-owned open space and greenway areas.

Proposed pesticide notification ordinance.

Amend "City Parks" to include Caras Park, Kiwanis Park and McCormick Park as no-alcohol parks unless by permit only, or to include all parks as no-alcohol parks unless by permit only.

PUBLIC HEARINGS - (Public hearing items are normally voted on the same night as the public hearing unless at least one Council member objects, in which case the item is referred back to a Council committee for further action).

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MISSOULA CITY COUNCIL
OCTOBER 28, 1996

CALL TO ORDER AND ROLL CALL

The meeting of the Missoula City Council was called to order by Mayor Kadas at 7:00 P.M. in the Council Chambers, 435 Ryman Street. Present were Alderwomen Crowley, Herbig and Tracy and Aldermen Anderson, Harrison, McGrath, Morgan, Reidy and Sweet. Alderwoman Gingerelli and Aldermen Bennett and Sponseller were absent. Also present were City Attorney Nugent and City Clerk Rahbein. Administrative Officer Stevens and Finance Director Mason were absent.

APPROVAL OF MINUTES

Minutes of the abbreviated meeting of October 21, 1996 will be approved next week.

SCHEDULE COMMITTEE MINUTES

The following meetings were announced:

Administration and Finance	Wed., October 30, at 3:15 PM
Plat, Annexation & Zoning	Wed., October 30, at 11:00 AM
Public Works Committee	
Public Safety & Health	Wed., October 30, at 2:00 PM
Appointments Committee	Tues., October 29, at 2:30 PM
Cable TV	No Meeting
Committee of the Whole	Wed., October 30, at 4:00 PM
Conservation	Wed., October 30, at 10:00 AM
Subcommittee on Citizen Boards Review	SUSPENDED
Subcommittee on Affordable Housing	Tues., October 29, at 3:30 PM

FINAL CONSIDERATION

Held in Plat, Annexation and Zoning Committee:

Zoning of 60-acre meadow along Rattlesnake Drive.

Annexation of Upper Rattlesnake Valley land.

Zoning of Eastern School lands in the Rattlesnake.

Zoning of Western School lands in the Rattlesnake.

Tabled in Plat, Annexation and Zoning Committee:

(University of Montana), commonly known as the Divot Development land "The Greens." Up for consideration is interim P-I zoning (Open Space District) for the entire 83 acres which is now unzoned land in the City.

A City of Missoula request to consider interim amendments to the Fort Missoula Historic District Overlay which applies to land contained within the Historic District nominated to the National Register of Historic Places. The proposed amendments up for consideration include elimination of the list of additionally permitted uses, establishing a building setback from the Bitterroot River, establishing a maximum building height, and extending the demolition timeline of designated cultural resources.

Held in Public Safety & Health Committee:

Ordinance amending Title 6, Chapter 6.08 entitled "Dogs & Pet Shops" to regulate City-owned open space and greenway areas.

Proposed pesticide notification ordinance.

Amend "City Parks" to include Caras Park, Kiwanis Park and McCormick Park as no-alcohol parks unless by permit only, or to include all parks as no-alcohol parks unless by permit only.

PUBLIC HEARINGS - (Public hearing items are normally voted on the same night as the public hearing unless at least one Council member objects, in which case the item is referred back to a Council committee for further action).

Upon a roll call vote, the vote on Resolution 5941 was as follows:

AYES: Anderson, Crowley, Harrison, Herbig, McGrath, Morgan, Reidy, Sweet, Tracy

NAYES: None

PASSES: None

ABSENT: Bennett, Gingerelli, Sponseller

Resolution 5941 passed, 9 Ayes, 0 Nayes, 0 Passes, and 3 Absent.

Public Hearing on the Environmental Assessment for the Northside Bicycle\Pedestrian Railroad Overpass Project. (Public Works)

Mayor Kadas opened the public hearing.

Geoff Badenoch, MRA Director. I'm here to introduce the public hearing tonight for comments on the Environmental Assessment that was prepared for the Northside Railroad Crossing. Just by way of background and context, this item came to the Council several years ago when members of the neighborhood requested that an at-grade crossing be opened across the railroad tracks to link their neighborhood with the rest of the community, through a series of meetings and negotiations, which were followed up by a charrette, that was staged or was hosted by the City, included City officials, members of the neighborhood, design professionals and representatives from the railroad. From that charrette, a recommendation was forwarded to the Council that the solution to the access question that the..., or access problem that the neighborhood experienced was a two-crossing solution. With the advent on the coming of the CMAQ program to the City, funds became available for us to pursue solving this problem in earnest. The City designated MRA as the lead agency to pursue this and we, at MRA, began work on the first crossing as the City's lead agency. MRA selected HDR consultants to conduct the environmental assessment, our public involvement process and to complete the preliminary design phase of the program. We are at that point now and we have completed the Environmental Assessment and I'd like to introduce Linda Amotto of HDR, our consultant, who will walk you through the Environmental Assessment, where it is and where we go from here.

Linda Amotto, HDR Engineering. What I'd like to do for the next five minutes or so is just go over the process as to where we've been and where we are going with the Northside Bicycle/Pedestrian Railroad Overpass Environmental Assessment. The purpose of this evening's public hearing is to obtain public comment on the NEPA Environmental Assessment. This federal document was released to the public on October 7th. It was available and still is available in various locations around the City, including the Missoula Public Library, the University of Montana, City Hall and MRA. Public comment closes on November 11th and from October 7th through November 11th we will be collecting comments. At that point we will then be incorporating public comments into the NEPA document. Our process includes five steps. Basically the first step was to identify the need for the project and obtain CMAQ funds. That has already been accomplished. The second step in the process was to perform preliminary engineering, do an Environmental Assessment and then release the document for public comments, and that's where we are right now. The last three steps in our process would be to go to final design and plans and specs. The fourth step would be to go out to bid and the fifth step would be to actually construct the pedestrian overpass and solve the problem of building this bridge. What I'd like to do is focus on step 2 which is performing the preliminary engineering and the Environmental Assessment. For the past year

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AYES:	Anderson, Crowley, Harrison, Herbig, McGrath, Morgan, Reidy, Sweet, Tracy
NAYES:	None
PASSES:	None
ABSENT:	Bennett, Gingerelli, Sponseller

Resolution 5941 passed, 9 Ayes, 0 Nayes, 0 Passes, and 3 Absent.

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Alderwoman Herbig said, yes, could you tell me if you consider it will be safe as far as people going..., in night time it will be lit, the cover, but better lit than say the underpass at the Orange Street possibly?

Linda Amotto said, yes. The goal is to have it better lit. And, also, there are a number of mitigation elements that are suggested that will be worked out in final design. Some of the things that we're considering would possibly be some kind of security, cameras, better lighting and things of that nature, but that will be worked out with the community drawing final design.

Alderman Anderson said, several questions. The location. Could you clarify that for me. Is that right..., just west of Orange Street?

Linda Amotto said, no, well, yes. [off mike]

Alderman Anderson said, also a follow-up, if I could. Is Montana Rail Link contributing anything to this project in the way of either funds or in kind services?

Linda Amotto said, yes, they're contributing funds as well as the right-of-way. [off mike]..., this facility is located..., [off mike]..., as a result....

Mayor Kadas said, further questions? I have a question for Geoff. Does the Council need to take any action on this item tonight?

Geoff Badenoch said, no, not at this time. This is just for the purpose of public comment before the Council and then, as Linda said, we'll be bringing this back later for the authorization for you to sign off on it.

Mayor Kadas said, okay, good. Further comments from the public.

Bob Oaks, 1025 Kennett. I'm President of the Northside Neighborhood Association and I will offer testimony tonight I guess because that might not be available again before City Council makes a determination. I've been working on this project for six years and it was actually over four years ago that over 40 people from the Northside came to appeal to the City Council for the grade level ordinance that we had then. And I think there's probably only two Council members here tonight from there, I think Mr. Harrison and Mr. Reidy, but I think they probably both will remember. And at that time Council asked us to, in good faith, negotiate with Montana Rail Link and the City and that we did, and it's been an extraordinarily long process but what's happening now is the end result of that negotiation, and I just urge the City Council at the time that's appropriate to keep up in that same spirit of good faith and honor the negotiated solution that the community has come to. Thank you.

Mayor Kadas said, further public comment? Seeing none, we'll close the public hearing on this item.

Mayor Kadas closed the public hearing.

Mayor Kadas said, the question is, do we need to return this to Committee or is it already there?

Alderman Anderson said, I'd like to know if I could ask one more question or are we..., could anyone give me an answer as to who is going to cover the maintenance costs for the elevator and the maintenance of the walkway itself?

Bob Oaks Said, we don't have an answer to that. We haven't sorted that out yet. One of the reasons of having a covered walkway was to eliminate the snow removal, so we're trying to think towards that end, but we don't have an answer for that yet.

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November 8, 1996

To: Geoff Badenoch,MRA, City Council, Mayor Kadas, Bob Oakes,

From: Larry Anderson, City Council, Ward 4 LLA.

Re: Northside Overpass

I would like the following memo included in the public comments as part of the EIS on this project.

The overpass project has reached a critical step in a long and involved process to serve the citizens of the northside with a suitable connection to the downtown and other areas of the central business district. While I appreciate the work that many people have gone through to get this far in this process I have several concerns that I feel must be addressed if this project will serve its purpose.

It is my understanding that the underpass on Orange Street is not serving the needs of the residents of the northside for several reasons.

1. It is unsafe do to the fear of pedestrians being accosted in the walkway.
2. People feel claustrophobic in the walkway.
3. Exhaust fumes are a problem due to lack of ventilation in the underpass.
4. The location of the underpass is inconvenient for northside residents.

Many of the same reasons for not liking the current underpass are found in the proposed overpass.

1. The elevator shaft and confined span of the walkway make the fear of being accosted in the elevator or on the overhead walkway a real fear for many pedestrians especially the elderly and handicapped.
2. The raised overpass and covered walkway can also make people feel claustrophobic.
3. Exhaust and diesel fumes from the trains continually passing underneath cause breathing problems. This is very significant in this switching yard.

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This appendix contains detailed cost estimates for each option with back-up sheets. These estimates were revised in September 1996.

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PRELIMINARY STRAIGHT RAMP OPTION COST ESTIMATE SUMMARY
MISSOULA PEDESTRIAN BRIDGE, MISSOULA, MT.

WOODY/RYMAN AREA STRAIGHT RAMP OPTION COST SUMMARY

Description	Basic Option Cost	Basic Option Cost with Small Elevator	Basic Option Cost with Large Elevator
Estimated Construction Costs	$1,163,964	$1,373,964	$1,473,964
Utility Relocation Costs	$35,000	$35,000	$35,000
Sub Total	$1,198,964	$1,408,964	$1,508,964
Mobilization @ 5%	$59,948	$70,448	$75,448
Contract Amount	$1,258,912	$1,479,412	$1,584,412
Contingencies @ 5%	$62,946	$73,971	$79,221
Construction Engineering @ 12%	$151,069	$177,529	$190,129
Total Estimated Cost	**$1,472,927**	**$1,730,912**	**$1,853,762**

GRAND/WORDEN AREA STRAIGHT RAMP OPTION SUMMARY

Description	Basic Option Cost	Basic Option Cost with Small Elevator	Basic Option Cost with Large Elevator
Estimated Construction Costs	$1,205,424	$1,415,424	$1,515,424
Utility Relocation Costs	$10,000	$10,000	$10,000
Sub Total	$1,215,424	$1,425,424	$1,525,424
Mobilization @ 5%	$60,771	$71,271	$76,271
Contract Amount	$1,276,195	$1,496,695	$1,601,695
Contingencies @ 5%	$63,810	$74,835	$80,085
Construction Engineering @ 12%	$153,143	$179,603	$192,203
Total Estimated Cost	**$1,493,148**	**$1,751,133**	**$1,873,983**

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PRELIMINARY COST ESTIMATE
MISSOULA PEDESTRIAN BRIDGE, MISSOULA, MT.

Straight Ramp Option –Woody/Ryman Area

ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
Fabricate, Supply and Erect Truss	Sq. Foot	$125.00	2,160	$270,000
Metal Decking for Floor and Roof System	Sq. Foot	$5.00	22,320	$111,600
Concrete for Floor System	Cu. Yard	$150.00	146	$21,900
Concrete for Foundations	Cu. Yard	$300.00	108	$32,400
Structural Steel Framing	Ton	$1,900.00	256	$486,400
Steel Truss Bearings	Each	$1,800.00	4	$7,200
Furnish and Install Masonry Units	Sq. Foot	$9.00	8,850	$79,650
Architectural Steel Glazing and Screen	Sq. Foot	$12.00	3,520	$42,240
Handrails and Railings	Lineal Foot	$15.00	1,800	$27,000
Roofing Material	Sq. Foot	$1.20	10,728	$12,874
Painting	Lump Sum	$42,000.00	1	$42,000
Electrical - Lighting	Lump Sum	$6,500.00	1	$6,500
Electrical Conduit and Wiring	Lump Sum	$12,000.00	1	$12,000
Sitework	Lump Sum	$12,200.00	1	$12,200
Total Basic Costs				**$1,163,964**

Additional Options

ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	COST
Small Elevator and Structure Option (Glass)	Lump Sum	$105,000.00	2	$210,000
Large Elevator and Structure Option (Glass)	Lump Sum	$155,000.00	2	$310,000
Roof Center w/ Pyramid Option	Lump Sum	$20,000.00	2	$40,000

HDR
Engineering, Inc.

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Engineering, Inc.

This appendix contains copies of the following correspondence:

1. Letter from the Missoula Historic Preservation Advisory Commission
2. Letter from the Montana State Historic Preservation Office
3. Letter from the Federal Highway Administration
4. Letter from the Advisory Council on Historic Preservation

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The Charrette in question involved a broad spectrum of community representatives, business spokespeople, and governmental entities. This report recognizes the important historical context of potential design solutions for Northside access and stresses the necessity of a **two-access combination** for redress to the total problem.

We urge the TTAC and the TPCC to honor the community's mandate and respect the city's resolve and do everything in its power to implement the addition of two pedestrian accesses to the Northside Historic District.

Sincerely,

Virginia Arensberg

Virginia Arensberg
Chairperson
Missoula Historic Preservation Advisory Commission

PC Jeff Badenoch (MRA)
Linda Tracy (City Council)
Kelly Rosenleaf (City Council)
Carolyn Thompson (Northside Neighborhood Assoc.)

Z, TZK'' to: Linda Amato

U.S. Department
of Transportation
**Federal Highway
Administration**

Montana Division
301 South Park Street, Room 448
Drawer 10056
Helena, Montana 59626-0056

November 25, 1996

Claudia Nissley, Director
Advisory Council on Historic Preservation
730 Simms Street, Suite 450
Golden, Colorado 80401

Subject: CMAQ 8199(28)
Northside Bicycle/pedestrian Overpass - Missoula
Control No. 3168

Dear Ms. Nissley:

Enclosed is the Determination of Effect and SHPO correspondence concerning the above project. The Montana SHPO concurred with our determination that the proposed project would have **No Adverse Effect** to the NRHP-listed Northside Missoula Historic District (24MO547) and the NRHP-eligible Northern Pacific Railroad (24MO484) for the Birch Street/Grand Street/North 1st Street site. We request your concurrence.

If you have any questions, please contact Jon Axline at the Montana Department of Transportation. He can be reached at (406) 444-6258.

Sincerely,

Dale W. Paulson
Environmental Coordinator

Enclosure

cc:
MDT - Jon Axline

CONDITIONS FOR NO ADVERSE EFFECT

Certain conditions would protect properties so that the effect would not be adverse: Option using Birch Street vacant lot, with proper design and landscape screening may be no adverse effect, will need more development of project prior to any concurrence on no adverse effect determination. Agency request for NAE concurrence is premature at this time.

We find the following information is needed to make a determination of effect:

Historic information concerning original pedestrain bridge crossings that show precedent for proposed work.

Other Comments:	Sent letter concerning request for No Adverse Effect concurrence, at EA stage of consultation	Reviewer	Herbert E. Dawson, Deputy SHPO

State Historic Preservation Office
Montana Historical Society
1410 8th Avenue • PO Box 201202 • Helena, MT 59620-1202 • (406) 444-7715

November 4, 1996

Sarah Barton
The Barton Group
P.O. Box 10063
Bainbridge, WA 98110

REF: Section 106 Preliminary Review, Proposed Construction of Pedestrian/Bike Overpass, Railroad Historic District/Northside Historic District, Missoula, MT

Dear Sarah:

I am writing in regards to your requested review of the draft Environmental Assessment for the above-referenced project which we received October 30, 1996. I have begun a review of the proposed sites for this overpass, along with the small scale drawings. I also went over to Missoula this last Friday and met with Allan Mathews, the Missoula Historic Preservation Officer. According to Allan, the site that has been selected is on vacant ground west of the main warehouse district that forms the major portion of the railroad district. I believe that this is the Grand Street/Birch Street location, shown in Figure ES-1, which is well away from the major brick structures located to the east. The primary impact would be to a ground of one-story hipped roofed workers cottages that face south on the north side of Birch Street. There is a definable boundaries, primarily, Birch Street, and the trees on the south side of that street that would partially screen the elevator/stairs structure that anchors the overpass. The new structure would be very large, and introduce a major new element into the historic neighborhood that does not exist now. It is my understanding that the area did have a historic pedestrian overpass at one time, and it was damaged by a train, when I don't know. The EA does not have any historical information pertaining to previous crossings that were in existence during the historic period of railroad development and I have asked Allan if he could send me copies of historic photos showing those overpasses. I understand that one existed near the proposed location. It is possible with appropriate design and screening that this option would have a no adverse effect on the historic neighborhood on the north side of Birch Street.

As for the other option, as shown in Figure 9, sited on Woody Street, between two historic structures on the north side, and one historic structure, on the south side of the tracks, I believe that this option would be an adverse effect to the historic setting.

In terms of selecting a particular design, I believe that the spiral ramp/elevator as shown in Figure 12, would be much larger than the flights of stairs that go around the elevator, again as shown in Figure 9. It would however, be easier to use, perhaps that the stairs, which would probably congest the elevator.

MONTANA STATE HISTORIC PRESERVATION OFFICE

NHPA Section 106 Consultation

Please Route This Form To:	HDR Engineering Suite 1200 500 108th Ave. NE Bellevue, WA 98004-5538

Your agency requested consultation with the Montana State Historic Preservation Officer on the following project:

PROJECT NAME	Northside Bicycle/Ped RR Overpass EA	**AGENCY**	MDT	OTHER AGENCY	
PROJECT NUMBER		**DATE TO SHPO**	10/30/96	**DATE OUT**	11/04/96
PROJECT DESCRIPTION		**COUNTY**	MO	**SHPO STAFF**	HERB

DETERMINATION OF ELIGIBILITY **The shpo has considered whether, per your request, sites either meet or do not meet the criteria of the National Register of Historic Places. The finding of the SHPO is as follows:**	**Sites which Meet National Register Criteria**	Missoula Railroad H.D.	**Sites not meeting National Register Criteria**	
		Missoula Northside H.D.		

Criterion A Findings	Criterion B Findings	Criterion C Findings	Criterion D Findings
eligible		**Eligible**	

DETERMINATIONS OF EFFECT **The shpo has considered whether this undertaking will have an affect on significant historic properties. The finding of the shpo is as follows:**	**No eligible or listed properties are within the Area of Potential Effect**	**The project will have NO EFFECT on eligible properties**
	Yes	

The project will have the following effect on eligible property.	**Adverse Effect for option sited between historic structures.** **No adverse effect possible for Birch Street vacant lot**	**The effect is:**	
		Adverse	
		Not Adverse.	

We would like to be more involved with this project from this point forward, since we have not been consulted prior to any of the public meeting on this subject, nor invited to the public meetings. It would be difficult to ascertain a determination of effect until a final design and site location is selected. So at this time, we would find it virtually impossible to make a "no adverse effect" determination, as a final concurrence on this project, without further development of the project particulars.

If you have any questions, or I can be of further assistance, please call me at (406) 444-7718.

Sincerely,

Herbert E. Dawson, Deputy
State Historic Preservation Officer
Historical Architect

cc: Allan Mathews, Missoula HPO

Linda Amato, AICP, Project Manager, HDR Engineering, Inc., Suite 1200, 500 108th Avenue, N.E., Bellevue, WA 98004-5538

Margie Nowie, Western Division of Project Review, Advisory Council. Denver, CO

File: CTEP-Missoula Northside Pedestrian/Bike Railroad Overpass

Attn: Linda Amato HDR
206 453 7107

COPY

**Advisory
Council On
Historic
Preservation**

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 12136 West Bayaud Avenue, #330
Lakewood, Colorado 80226

December 12, 1996

Dale W. Paulson
Environmental Coordinator
Montana Division
301 South Park Street, Room 448
Drawer 10056
Helena, MT 59626-0056

REF: *CMAQ 8199(28); Northside Bicycle-Pedestrian Overpass, Missoula. Control No. 3168*

Dear Mr. Paulson:

On December 9, 1996, we received your determination that the above-referenced project will not adversely affect the Northside Missoula Historic District and the Northern Pacific Railroad, properties included in or eligible for the National Register of Historic Places either individually or as a historic district. We have reviewed your determination and will not object to it if you agree to implement the following condition, which also was a condition of the Montana State Historic Preservation Officer's concurrence with your determination:

FHWA will consult with the Montana SHPO and the Missoula Historic District Commission regarding the project alignment and design development of the project and obtain their written concurrence with the final alignment and design.

Please indicate your concurrence with the above condition by signing on the signature block provided below and returning the signed, original to this office. If you have any questions or wish to discuss this further, please feel free to contact me at 303-969-5110.

Sincerely,

Marjorie Ingle Nowick

Marjorie Ingle Nowick
Historic Preservation Specialist
Western Office of Planning and Review

12/13/96 FRI 14:38 [TX/RX NO 7411]

This appendix contains a Programmatic Section 4(f) Evaluation for the Northern Pacific Railroad Grade and the Missoula Northside Historic Railroad District.

MONTANA DIVISION

NATIONWIDE *SECTION 4(f)* EVALUATION FOR MINOR IMPACTS ON HISTORIC SITES

EXCLUDING HISTORIC BRIDGE REPLACEMENTS

Project #: CM 8199 (28) (P.M.S. C# 3168)

Project Name: Northside Bicycle/Pedestrian Railroad Overpass

Date: 6 January 1997

Location: Missoula, MT

Northside Missoula Historic District (24MO547)

`Note:` *Any response in a box requires additional information. Consult the "Nationwide" Section 4 (f) Evaluation criteria.*

		YES	NO
1.	Is the *4(f)* site adjacent to the existing highway?	___	☑
2.	Does the proposed project require the removal or alteration of historic structures, and/or objects?	☐	_✓_
3.	Does the proposed project disturb or remove archaeological resources which are important to preserve in-place rather than to recover?	☐	_✓_
4.	Is the impact on the *4(f)* site considered minor (i.e.: no effect; or no adverse effect)?	_✓_	☐
5.	Has the STATE HISTORICAL PRESERVATION OFFICE (SHPO) agreed in writing with the assessment of impacts, and the proposed mitigation?	_✓_	☐
6.	Is the proposed action under an Environmental Impact Statement (EIS)?	☐	_✓_
7.	Is the proposed project on a new location?	☑	___
8.	The Scope-of-Work for the proposed project is one of the following: a) Improved traffic operation; b) Safety improvements; c) 3R; d) Bridge replacement on essentially the same alignment; or e) Addition of lanes.	C	☐

ALTERNATIVES CONSIDERED

		YES	NO
1.	The "do-nothing" ALTERNATIVE has been evaluated , and is not considered to be feasible and prudent.	✓	☐
2.	An **ALTERNATIVE** has been evaluated on the existing alignment which improves the highway without any *4(f)* impacts, and is also not considered to be feasible and prudent.		☑
3.	An **ALTERNATIVE** on a new location avoiding the *4(f)* site has been evaluated, and is not considered to be feasible and prudent.		☑
	Descriptions of **ALTERNATIVES** 2. and 3 are attached.		☑

MINIMIZATION OF HARM

		YES	NO
1.	The proposed project included all possible planning to minimize harm.	✓	☐

2. Measures to minimize harm including the following:

- Appropriate landscaping, consistent with the improvements along North First Street, to contribute to the revitalization efforts of the Northside community and provide a buffer to the historic structures.

- Complement the historic nature of the area and reflect the scale of the surrounding homes. Modern use of lighting and steel engraving can contribute to the sense of place and identity for the neighborhood. Design features can include: a lighted pyramid shaped roof, a brick-type facade on the structure; and work by local artists.

- Utilize typical construction mitigation techniques such as: equipment will not be left idling when not in use; areas will be swept and watered to reduce fugitive dust emissions; and daytime construction hours will be enforced.

- Provide drainage facilities in the project design to collect and appropriately discharge water. In addition, appropriate revegetation and other erosion control will be needed during and after construction.

- Public and agency involvement efforts will continue to ensure that the Northside Bicycle/ Pedestrian Railroad Overpass is designed to enhance the neighborhood and serve as a model for similar facilities throughout the region.

- Consult with the Montana SHPO and the Missoula Historic District Commission regarding the project alignment and design development of the project and obtain their written concurrence with the final alignment and design."

COORDINATION

1. The proposed project has been coordinated with the following:

a) SHPO (11/04/96) _✓_ ☐
b) ADVISORY COUNCIL ON HISTORIC PRESERVATION (12/12/96) _✓_ ☐
c) Property Owner (2/96 - Present) _✓_ ___
d) Local/State/Federal agencies _✓_ ☐

In March 1996, the following local, state and federal agencies were contacted regarding this project:

Missoula County Health
Federal Highway Administration
U.S. Fish and Wildlife Service
Montana Dept. of Eniv. Quality
Missoula County Surveyors Office
Missoula Historic Preservation Comm.
Missoula Police Department
Missoula Office of Community Dev.
Missoula Dept. of Public Works
Montana Dept. of Transportation
Missoula County Sheriff's Office
Environmental Protection Agency
Montana Dept. of Natural Resources
Montana Air Quality Bureau
Missoula Traffic Services Division
Missoula Fire Department
Missoula Parks and Recreation
Missoula Engineering Department
Missoula County Environmental Health
Missoula County Fish, Wildlife and Parks

2. Two of the preceding had the following comment(s) regarding this proposed project, and/or the mitigation:

Both the State Historic Preservation Officer and the Advisory Council on Historic Preservation gave their concurrence to a finding of No Adverse Effect, with the following condition:

"FHWA will consult with the Montana SHPO and the Missoula Historic District Commission regarding the project alignment and design development of the project and obtain their written concurrence with the final alignment and design."

SUMMARY

All required **ALTERNATIVES** have been evaluated and the proposed project meets all the criteria included in the "Nationwide" Programmatic" *Section 4(f)* evaluation approved on December 23, 1986. This Programmatic Evaluation includes all possible planning to minimize harm which will be incorporated in this proposed project.

Explanation to Questions

Part 1

1. No, we are not adjacent to a highway, but are connecting two neighborhood streets: Grand and Birch, perpendicular to First Avenue and crossing the Montana Rail Link tracks. See Figure 2 in the Environmental Assessment for project location.

7. The proposed project is new bicycle/pedestrian overpass.

Part 2 – Alternatives Considered

2. This question is not applicable. The project goal is to connect two neighborhoods via a new non-motorized facility. There is no existing alignment.

3. Another site alternative was considered, however this alternative was also located within the Northside Missoula Historic District. The entire study area is located within the Northside Missoula Historic District, therefore avoidance of a 4(f) site is impossible.

MONTANA DIVISION

NATIONWIDE *SECTION 4(f)* EVALUATION FOR MINOR IMPACTS ON HISTORIC SITES
EXCLUDING HISTORIC BRIDGE REPLACEMENTS

Project #: CM 8199 (28) (P.M.S. C# 3168) **Date**: 6 January 1997
Project Name: Northside Bicycle/Pedestrian Railroad Overpass **Location**: Missoula, MT

Northern Pacific Railroad Grade (24MO484)

Note: Any response in a box requires additional information.
Consult the "Nationwide" Section 4 (f) Evaluation criteria.

		YES	NO
1.	Is the *4(f)* site adjacent to the existing highway?	___	☑
2.	Does the proposed project require the removal or alteration of historic structures, and/or objects?	☐	_✓_
3.	Does the proposed project disturb or remove archaeological resources which are important to preserve in-place rather than to recover?	☐	_✓_
4.	Is the impact on the *4(f)* site considered minor (i.e.: no effect; or no adverse effect)?	_✓_	☐
5.	Has the STATE HISTORICAL PRESERVATION OFFICE (SHPO) agreed in writing with the assessment of impacts, and the proposed mitigation?	_✓_	☐
6.	Is the proposed action under an Environmental Impact Statement (EIS)?	☐	_✓_
7.	Is the proposed project on a new location?	☑	___
8.	The Scope-of-Work for the proposed project is one of the following:	C	☐

a) Improved traffic operation;
b) Safety improvements;
c) 3R;
d) Bridge replacement on essentially the same alignment; or
e) Addition of lanes.

ALTERNATIVES CONSIDERED

		YES	NO
1.	The "do-nothing" ALTERNATIVE has been evaluated , and is not considered to be feasible and prudent.	✓	☐
2.	An **ALTERNATIVE** has been evaluated on the existing alignment which improves the highway without any *4(f)* impacts, and is also not considered to be feasible and prudent.		☑
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MINIMIZATION OF HARM

1.	The proposed project included all possible planning to minimize harm.	✓	☐

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c) Property Owner (2/96 - Present) _✓_ ___
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Missoula Dept. of Public Works
Montana Dept. of Transportation
Missoula County Sheriff's Office
Environmental Protection Agency
Montana Dept. of Natural Resources
Montana Air Quality Bureau
Missoula Traffic Services Division
Missoula Fire Department
Missoula Parks and Recreation
Missoula Engineering Department
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Part 2 -- Alternatives Considered

2. This question is not applicable. The project goal is to connect two neighborhoods via a new non-motorized facility. There is no existing alignment.

3. Another site alternative was considered, however this alternative was also located along the NPR grade. The entire study area is located along the NPR grade, therefore avoidance of a 4(f) site is impossible.

The following agencies have received copies of this document:

Margie Nowick
Advisory Council on Historic Preservation
12126 West Bayaud Avenue, Suite 330
Lakewood, CO 80226

Steve King, P.E.
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435 Ryman Street
Missoula, MT 59802

Allan Matthews
City of Missoula Historic Preservation Commission
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Missoula, MT 59802

Pam Hillery
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Helena, MT 59620

Reference Librarian
University of Montana
Mansfield Library
Reference Desk
Missoula, MT 59802

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